

ATLANTIC FISHERMAN

VOL. XIV

Registered U. S. Patent Office

JULY, 1933

NO. 6



Columbian Copperizing Lasts

Convince a fisherman and he stays convinced. Columbian Copperized Buoy Line has convinced hundreds of fishermen who formerly bought plain line and tarred it themselves, that it is cheaper, better and easier to buy Columbian Copperized line.

There are three principle reasons for buying Columbian Copperized. First—it costs no more than plain. Second—Columbian Copperized is guaranteed and enjoys the reputation of being the finest on the market. Third—Columbian knows how to copperize cordage so the copperizing lasts. Every single fibre is thoroughly impregnated.

Stop tarring! It's a waste of time and money. Economize by using Columbian Copperized lines.



Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City", N. Y.

Branches: New York Chicago Boston New Orleans

COLUMBIAN BUOY LINE

Boston Office and Warehouse

38 Commercial Wharf

LOW PRICES on these Fishermen's Faithful Friends



YES, the fishing industry, like most others, has felt the economic pressure. But the wind is changing, the skies are clearing, and there's smooth sailing ahead.

Readiness is one of the fishermen's most valuable assets . . . readiness for the season; readiness for every run. Put your boats in trim *now*. The low price on Eveready Batteries is an added incentive to make sure that every dash to and from the fishing grounds is an unhampered one. . . For nobody needs to tell you that the first one in catches the best market.

Faithful, eager, alert, an Eveready Hot Shot will prod the laziest motor into a quick start. . . And in no time the old prow will be cutting through the brine.

Evereadys are made by the largest dry-battery manufacturers in the world; inspected, tested and constantly improved by the greatest scientific laboratory of its kind; and marketed under a reputation for quality that has no equal.

NATIONAL CARBON CO., INC.

General Offices: New York, N. Y.

Branches: Chicago New York San Francisco

Unit of **UCC** and Carbon Corporation

Eveready No. 6 Dry Cells, 1½ volts, connected in series, are best for boats with water-proof boxes. Where batteries are exposed to water and moisture, use the famous Eveready Hot Shots in the water-proof steel case. Three sizes — 6, 7½ and 9 volts.



**Skipper
Scales
says:**

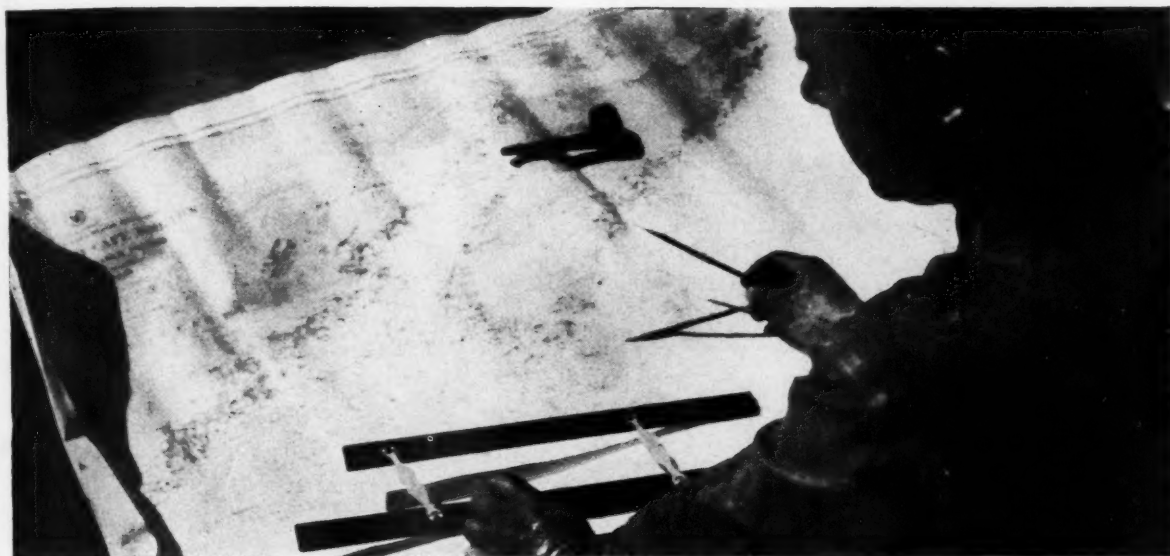
"There's nothing so bothersome in a fisherman's life as a balky motor when there's a fat run on. Being behind is like jettisoning a pay load. And there's no time when a delay is so liable to occur as on a cold, raw morning. But they'll never catch Skipper Scales in that fix. There's always a hard-kicking Eveready Hot Shot next my motor — and another one handy in a locker for extra peace-of-mind."

EVEREADY
COLUMBIA
Dry Batteries

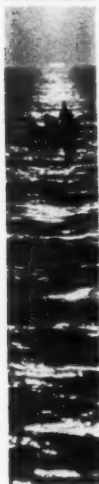
CHART A COURSE..

to Lower Costs and Added Dependability

WITH EDISON BATTERIES



PHOTOGRAPHS BY DORIS DAY



AN Edison Battery aboard your craft assures you a dependable source of power when you want it, plus the lowest cost battery service over its long life—two to five times that of batteries other than Edison. In every important fishing port you will find Edison Storage Batteries faithfully serving aboard staunch fishermen. Both the skippers and their crews praise their dependability. The Edison Battery is free from corrosive acid fumes. Its alkaline electrolyte is a preservative of steel and will not attack metal fittings. In the Edison Battery, the elements do not suffer chemical deterioration. The chemical reactions which take place within it are completely reversible. Therefore, no plate renewals or other repairs are needed or expected. When your battery equipment is Edison, costly lay-ups for battery repairs are avoided. The operators of fishing craft, ever seeking ways and means whereby costs may be reduced and the over-all operating efficiency of their vessels thereby increased, will do well to investigate fully the important question of *ultimate* battery costs.

Write for our new bulletin, "Edison Batteries for Fishing Craft." We have an authorized representative in each important fishing port. If you do not know him, ask us for his name and address.

EDISON STORAGE BATTERY
DIVISION OF THOMAS A. EDISON INCORPORATED, WEST ORANGE, NEW JERSEY



President Roosevelt, aboard the "Amberjack II", being presented with painting of the "Gertrude L. Thebaud."

In the foreground from left to right: Capt. Joe Mesquita, Emile Gruppe, artist, Capt. Edward Proctor, Capt. Roscoe Prior, Capt. Ben Pine, Nathan McLoud, the President, Stephen Early, his Secretary, A. H. Kenyon of the New England Council, and Capt. LaVerne, naval aid.

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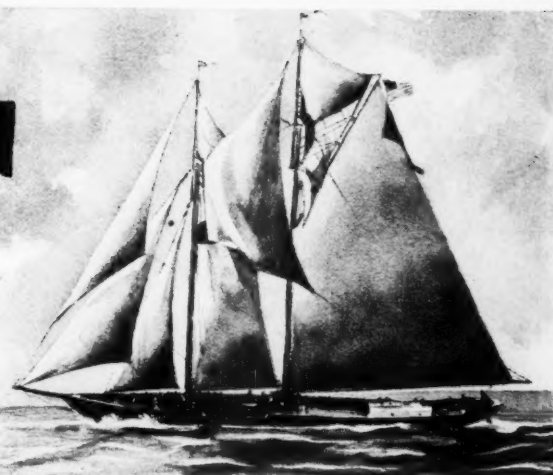
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VOL. XIV

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Our First Sailor President

Made Honorary Member of Gloucester Master Mariners
Presented With Oil Painting of "Gertrude L. Thebaud"

PRESIDENT ROOSEVELT could have had one of the finest yachts in America placed at his disposal for his cruise along the New England shore into Canadian waters. He could have cruised in the Admiral's cabin of the top battleship of the Navy. But he preferred the *Amberjack II*, a 46 foot auxiliary schooner.

To the President the pleasure of sailing lies in meeting the unexpected happenings which always come to fishermen—the enjoyment of conflict with the elements, tide, wind, fog and the ever treacherous ocean. In him the country has its first sailor at the helm of the Ship of State.

Leaving Marion, Mass., on Monday, June 19, as skipper of the *Amberjack II*, President Roosevelt, although dogged by bad weather and heavy winds, brought his craft safely into Nantucket Harbor, and the following day bucked a head tide to Provincetown. Here he was presented by the citizens with a model of the clipper ship *Rainbow*, made by John C. Weeks, 76, a former whaler.

After a day of sailing, during which Skipper Roosevelt had rounded Cape Cod from Nantucket, a distance of 85 miles, he decided on a night sail, and pressed on under a full spread of canvas for Gloucester, where he arrived shortly before midnight.

When it was learned in Gloucester that the *Amberjack II* was on her way there, the *Gertrude L. Thebaud*, with Capt. Ben Pine at the wheel, left the Atlantic Supply Co. wharf at 7 P.M. and located the President's yacht about 14 miles off Eastern Point. The next morning the *Thebaud* officially greeted the *Amberjack II* in Gloucester Harbor, and welcomed her skipper.

Aboard the *Thebaud* with Capt. Pine were Captains Edward A. Proctor, William Nickerson, Clayton Morrissey, James Mason, David Lopes, Joe Mesquita, James Abbott, Jack Carroll, Jack Brymer, Dan Morrison, Frank Foote and James Proctor; also Harry P. Christensen, the rigger, and Everett James, shipbuilder of Essex; Mayor John E. Parker; Aldermen Weston U. Friend, Earle R. Andrews, Henry H. Parsons, J. Russell Bohan; State Representative Harold B. Webber; Henry F. Brown, Secretary of the Master Mariners' Association; Thomas J. Carroll, President of Gorton-Pew Fisheries Co.; and William J. Hatch, chairman of the Democratic Committee of Gloucester.

On board the *Amberjack II*, Capt. Edward Proctor, President of the Gloucester Master Mariners' Association, conferred upon President Roosevelt an honorary membership in the Association, an evidence of the esteem in which the President is held by the fishing captains.

Capt. Pine and "shore skipper" Nathan McLoud presented the President with an oil painting, by Emile Gruppe, of the *Gertrude L. Thebaud*, as a token of the Gloucester captains' appreciation of the reception accorded them by the President in Washington last April.

Miss Ray Adams had for the President an 80-pound halibut from Capt. Jeff Thomas, of the schooner *Adventure*, and a 50-pound salmon from John Nagle Co.

The *Amberjack's* arrival in Gloucester Harbor had been accomplished quietly because the President-skipper did the unexpected and made a bold dash in the night across the steamer lanes of Massachusetts Bay from the tip of Cape Cod to Cape Ann. But during the following day the President's schooner-yacht was the center of a noisy and active group of vessels, gaily pennanted, one after another giving the presidential salute of 21 blasts on their whistles.

As the President and his party sailed for Portsmouth, New Hampshire, at noon on Wednesday the 21st, the carillon bells from the tower of the Church of Our Lady of Good Voyage were heard as played by Miss Mary Mesquita, daughter of Capt. Joe Mesquita. Throngs filled every available craft in the harbor and lined the banks of the Annisquam River.

While anchored in Casco Bay off Portland, Maine, on Friday the 23rd, the *Amberjack II* was boarded by Capt. Simon Theriault of the Gloucester halibuter *American*. Capt. Theriault had just come from Grand Bank and presented the President with a 60-pound halibut. The President invited Capt. Theriault into the cabin for a chat, in the course of which he told him that he felt conditions and prices in the fishing industry would improve very shortly.

From Portland the President continued his cruise along the Maine coast to Campobello Island where the entire sardine boat fleet of the Passamaquoddy Bay districts passed in review, and sailed in formation past all the principal places in Quoddy on "Roosevelt Day", June 29.

The Diesel Engine

Characteristics of the Four Cycle and Two Cycle Engines Principles of Construction

By James Greig, Port Engineer

IN our last issue we touched lightly on the general construction of bearings and their alignment. Later we will comment on the various methods used to lubricate these bearings and keep them in good operating condition.

Before proceeding further, I wish to emphasize the great care which should be exercised in the layout of foundations. This is especially true of wooden vessels with timber foundations, because of the increased horsepower the industry of late has demanded. These engines are exceptionally heavy in relation of width of base to height and cause very great fluctuation in the holding down bolts and timbers. This leads to misalignment, vibration, etc., and the danger of a major breakdown is always present if this condition is allowed to

brackets with intercostal plates running the full length of the foundation are absolutely necessary. All rivets should be tight. When an engine becomes out of alignment regardless of the cause, it is the engineer's job to report the condition immediately. My suggestion is check the line shaft alignment regularly, to avoid broken crank shaft or other serious damage.

The Diesel engine. What is a Diesel engine? Because of the many and varied designs in mechanical detail of the present day Diesel, it is advisable to look into the basic principle and patents of Dr. Rudolph Diesel's original experiments. There are two features characteristic of the true Diesel cycle.

(1) Compression of pure atmosphere to a pressure such that the temperature produced is sufficient to ignite the fuel.

(2) Injection of fuel so that the burning proceeds with only the slightest rise of pressure in the combustion space. (Usually termed constant pressure).

No fundamental change in principle has been made, although numerous manufacturers have lowered the compression pressure while maintaining a high firing pressure.

Injection by air—this method has been changed by numerous manufacturers, but is not distinctive or exclusive to the Diesel cycle.

The Diesel engine is gradually being recognized as the most efficient prime mover ever developed and is rapidly supplanting other types of engines in nearly all fields of power application. In these articles a Diesel engine is taken to be an Internal Combustion engine in which air is compressed to such a pressure that the heat developed alone ignites the fuel.

In the full Diesel, ignition devices such as spark plugs, ignition plugs, hot spots, etc., are unnecessary. Carburetion of fuel is also eliminated as the air and fuel are not mixed before entering the cylinder.

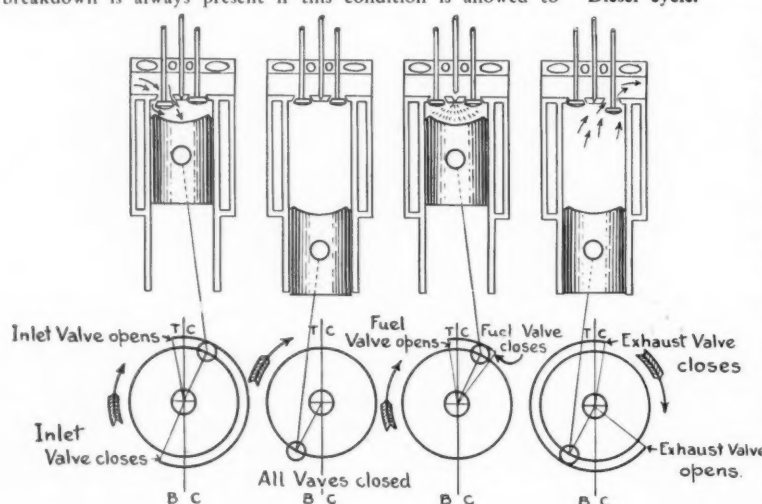
General construction of the internal combustion engine as applied to fishing vessels are quite familiar to the engineer and require no comment at this time.

The principles of construction, however, have a wide variation of design; engines are built on the two stroke or four stroke principle, semi or full Diesel, high or low crank speeds and varying numbers of cylinders.

The general designs with which most of us are familiar are the two stroke cycle and four stroke cycle generally called two cycle or four cycle. The four cycle is so called because the piston has to make four strokes to complete the cycle of events during which time the crank shaft makes two complete revolutions. These four strokes are:

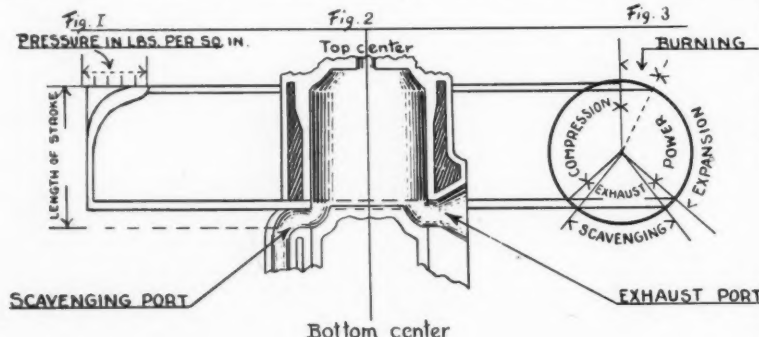
Suction Compression Power
Exhaust

The two cycle derives its name from the fact that two strokes of the piston are necessary to complete the full cycle of operation. The crank shaft makes only one revolution



Valve sequence on a 4 cycle marine Diesel engine.

exist for any lengthy period. A good method which has been found from experience is to have the engine timbers extending fore and aft as far as conditions will permit. The timbers should be fastened to the ribs and keelson by the use of thru bolts. If there is any space left between the foundation timbers and the keelson, this space should be filled in with solid timbers for about 2 or 3 feet fore and aft of the engine base. The use of as many thru bolts as possible holding the engine base to the foundation is good practice and preferable to lag screws. In steel vessels the foundation construction is of equal importance. Ample area of "sole" plate carried by sufficient transverse floors and



during the two strokes of the piston. The two strokes are:

Compression and Power

In the two cycle design, suction and exhaust are effected by ports or valves at the bottom end of the stroke.

FOUR CYCLE DIESEL ENGINE. Suction Stroke—pure atmospheric air is drawn into the cylinder as the piston recedes, the inlet valve being kept open by mechanical means.

Compression stroke—the inlet valve having closed after the piston passed the bottom center. This air is compressed during the upward stroke. Near the end of the compression stroke a small quantity of oil is injected into the cylinder, which, mixing with the heated compressed air, is ignited and burns.

Power stroke—The combustion of the fuel liberates heat which is transformed into pressure, acting on the piston on the second down stroke.

Exhaust stroke—with the exhaust valve open the piston on the upward stroke expels the products of combustion from the cylinder and the cycle is complete.

TWO CYCLE DIESEL ENGINE. Compression Stroke—as the piston starts to move upwards, the exhaust ports are open and scavenging air is being pumped into the cylinder, forcing out the burned gases from the previous stroke. The scavenging pressure should be from 2 to 5 lbs. per sq. in.—usually ports in the cylinder wall are used for scavenging, although valves in the cylinder head are sometimes used. The size and location of these ports as well as the scavenging pressure are of the utmost importance in the proper scavenging and timing of the engine and determine the volumetric efficiency of the cylinders. Just before the piston reaches the top dead center, the fuel is injected into the cylinder and mixing with the hot compressed air, it ignites and burns.

Power stroke—expansion occurs after burning, completing the power stroke. When the exhaust ports are again uncovered by the piston, the gases are released to the atmosphere. An instant later the cylinder is purged by the uncovering of the scavenging ports or opening of the scavenging valves. The cycle is then repeated.

The sequence of operation is shown graphically in the sketch. By studying this diagram the relative positions of the piston in the cylinder for the various points in the cycle will be observed. In (Fig. 1) is shown that with the piston on bottom center (Fig. 2) no pressure exists within the cylinder.

Some of the characteristics of both 4 and 2 cycle engines are:

Four cycle. (1) Higher power per piston without piston cooling.

(2) Heat conditions slightly less.

(3) Lower lubricating oil consumption—(This in comparison to the older type of 2 cycle only).

Two cycle. (1) Larger power output if of the same bore and stroke and equal speed and pressure.

(2) Less complicated cylinder head casting, especially if port scavenging is used.

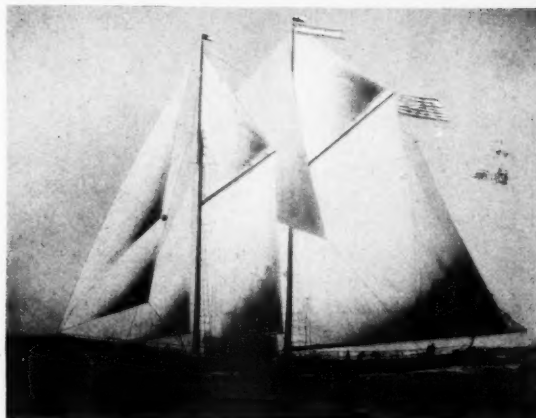
(3) Better reversal in small engines—such as three (3) cylinder units.

(4) Absence of valves and their operating mechanism.

(5) Less weight and size per horse-power, everything else being equal.

The advantages of double acting, opposed type, etc., do not enter our field. They are made in larger sizes and are more expensive than the industry warrants. However, we may refer to these types by way of comparison later.

Different makes of engines vary slightly as to the actual degree of valve opening and closing, usually the manufacturer marks the flywheel simplifying timing and adjustment. The engineer should thoroughly understand the foregoing principles of both types of engines as he is often called upon to operate either at a moment's notice. Invariably these engines require tuning up before going to sea. A methodical plan should be followed, checking the various operations and conditions. The valves and timing may be checked first, the compression if necessary (it will often be found low), the fuel pump, fuel relief valve, etc., all in order until the engine is in a satisfactory operating condition.



The "Commonwealth", one of the famous fishing vessels of the old T Wharf fleet, which blew up off the coast of Nova Scotia a quarter of a century ago, with the loss of the engineer and several members of the crew. The "Commonwealth" was commanded by Capt. Frank Watts, now Vice-President of the Fishing Masters' Association.

Massachusetts

Department of Agriculture

Will Aid the Fishing Industry

A BILL authorizing the Department of Agriculture to aid in the promotion and development of the commercial fishing industry has been passed by the Senate and House of Representatives and signed by Governor Ely. The pen used by Governor Ely in signing this bill has been presented to Capt. Val O'Neil, of the Fishing Masters' Association.

The bill provides for investigating and improving methods of marketing and distribution, establishing standards, and designing brands or labels for the proper identification of commercial fish products, processed, prepared or packaged. The Commissioner is empowered to issue for general distribution such publications as he considers best adapted to promote the interests of the commercial fisheries.

Ashore Via Airplane

In response to a Mackay radiotelegraph message an airplane was rushed to the Boston to take off a seriously injured member of the crew. A few days later a radiotelegraph message from the *Shawmut* brought an airplane on a similar mission. These are both Massachusetts Trawling Company vessels.

"Flow" in Collision with Freighter

The trawler *Flow*, owned by the Bay State Fishing Co., of Boston, was in collision at 10 o'clock on the night of June 27 with the freighter *Cornerbrook*, about four miles Northeast of Highland light, and two of her crew were injured.

Capt. Douglas Schwartz of the *Flow* in a radiotelephone conversation said the trawler was not in any danger, and that she could make port under her own power. She had been struck above the water line on her port side, and one of the crew had a badly injured foot. Through the use of the radiotelephone the captain was able to telephone the Chelsea Naval hospital where he received instructions as to how to treat the injury.

American Fish Co.

The American Fish Co. recently moved from 26 to 19 Fish Pier where they have installed the tank system for their live lobsters, with a capacity of 12,000 pounds. A complete change of water is pumped into the tanks every few minutes to insure clean water. The water is pumped from a depth of 15 feet.

This Company started 45 years ago on Atlantic Avenue, and operates its store there now with a tank system for



The "Cornell", one of the General Seafoods trawlers, built at the Fore River plant of the Bethlehem Shipbuilding Co. Equipped with a 375 h.p. Cooper-Bessemer reversible 8 cylinder engine, Bethlehem electric winch, Diehl generator, Exide batteries, and Fathometer. Captain Patrick Collins.

25,000 pounds of live lobsters. This is one of the largest dealers of live lobsters in the country, and is under the owner management of Russo & Sons. In addition to their large lobster business they do a wholesale fish business at both stores.

Harvey Y. Brown

Harvey Y. Brown, for many years secretary of the Fishing Masters' Association, died on June 21 of heart disease.

Boston Fish Pier Landings for June

| | | | |
|-----------------------|---------|-------------------|---------|
| Adventure | 25,000 | Lark | 65,300 |
| Amherst | 256,900 | Laura Goulart | 58,000 |
| Andover | 198,600 | Maine | 198,000 |
| Boston | 323,000 | Mao 4 | 39,300 |
| Boston College | 83,000 | Maris Stella | 217,200 |
| Brookline | 300,500 | Marjorie Parker | 158,700 |
| Cambridge | 173,400 | Mary and Julia | 160,200 |
| Catherine | 80,000 | Mary de Costa | 72,000 |
| Corinthian | 203,800 | Mary E. O'Hara | 176,500 |
| Cormorant | 244,500 | Mary P. Goulart | 43,200 |
| Cornell | 117,000 | Milton | 169,500 |
| Dartmouth | 290,900 | Newton | 423,000 |
| Dawn | 137,900 | Notre Dame | 197,000 |
| Donald | 147,500 | Ocean | 400,500 |
| Ebb | 277,000 | Oretha F. Spinney | 38,000 |
| Edith C. Rose | 111,900 | Philip P. Manta | 144,300 |
| Elk | 126,600 | Quincy | 258,200 |
| Exeter | 145,400 | Rainbow | 223,600 |
| Fabia | 245,000 | Rhodora | 173,000 |
| Flow | 336,500 | Ripple | 303,500 |
| Foam | 59,000 | Rita B. | 118,500 |
| Fordham | 256,500 | Ruth and Margaret | 180,300 |
| Frances C. Denehy | 54,800 | Sadie M. Nunan | 147,200 |
| Francis J. Manta | 92,200 | Saturn | 251,500 |
| Geraldine & Phyllis | 238,100 | Shamrock | 272,000 |
| Gertrude de Costa | 141,200 | Shawmut | 221,300 |
| Gertrude M. Fauci | 75,000 | Teazer | 120,500 |
| Gossoon | 77,200 | Trimount | 209,200 |
| Harvard | 237,800 | Vagabond | 26,600 |
| Helen M. | 111,200 | Vandal | 100,700 |
| Henrietta | 148,900 | Venture II | 53,000 |
| Illinois | 287,000 | Waltham II | 117,600 |
| Imperator | 108,300 | Wanderer | 110,000 |
| Ingomar | 176,900 | Whitecap | 207,000 |
| J. M. Marshall | 200,500 | Wm. J. O'Brien | 229,300 |
| Julia | 46,800 | Wm. L. Putnam | 113,500 |
| Katherine F. Saunders | 17,500 | Winthrop | 144,000 |
| Killarney | 42,000 | Yankee | 167,800 |

L. C. Creamer Enlarging Lobster Plant

L. C. Creamer has recently completed installing a 20,000 pound capacity tank system on Commercial Wharf, and is planning additional tanks shortly. These, with his lobster cars, will afford him a capacity of 50,000 pounds of live lobsters at any time.

New England Fillet Co.

The New England Fillet Co. has been reorganized on the Fish Pier under the management of William Brady and Scotty Baxter. The concern will specialize in fillets.

Elected Treasurer of Bay State Fishing Co.

Raymond C. Mudge, Vice-President of the Bay State Fishing Co., was elected treasurer of the company on June 12, succeeding Thomas F. Kenney, who held the position 12 years. Mr. Mudge, who will continue as vice-president, has been with the company 14 years.

Vessels Drydocked

On June 10 the *Fred Henry* and *Foam* were at Green's and the *Maine* was at the Atlantic Works. On the 17th the *Arthur* and *Matthew*, *Marjorie Parker*, and *Tide* were at Green's, and the *Georgetown* was at the Atlantic Works. On the 24th, the *Mary de Costa*, *Lark*, and *Dartmouth* were at Green's, and the *Katherine F. Saunders* was at the Atlantic Works. On July 1 the trawler *Flow*, which had been in collision on June 27, was at the Atlantic Works where it was revealed that her stern was seriously damaged and that there had been a general shaking of the hull. Also on drydock at that time were the *Rita B.* and *Mary de Costa* at Green's, and the *Harvard*, and *Phillip P. Manta*, at the Atlantic Works.

New Steel Tanker

There has just been launched in Boston one of the finest little tankers ever turned out. This is the *Mary L. Connelly*, and she is 64.5 ft long over all; 20.5 ft. beam; 9.3 ft. depth, and carries 50,000 gallons on 8.5 ft. draft. Her gross tonnage is 94.75 and her net 84.5. She was built by the Steel All Welded Boat Co., of Boston, and named after the young daughter of the treasurer of this concern.

This boat was built under the Isherwood system of longitudinal framing, and she has been supervised and classed by the American Bureau of Shipping with their highest rating. Besides a centerline bulkhead, she has seven transverse bulkheads as well as web frames in each of the four cargo tanks. A 60 h.p. Atlas-Imperial Diesel engine has been installed for power, and her pipe lines are so arranged that she can be pumped out in one hour. Her house aft is all steel and is entirely enclosed. Quarters consist of two double staterooms, toilet room, galley and furnace room, oil burning hot water-heating system, and Marine Household galley stove. The lines of this boat are very pleasing, and she has been designed for rough weather. She will be turned over to the Marine Oil Transportation Co. of Boston, who will operate her around the Massachusetts coast.

This tanker is equipped with Hyde propeller, Goodrich Cutless bearings, Diehl generator and Kinney clutch on cargo pump.

Swordfish Arrivals at Boston During June

| Date | Vessel | No. | Date | Vessel | No. |
|------|----------------------|-----|------|--------------------|-----|
| 12 | Alpar | 26 | 23 | Alice M. Doughty | 26 |
| 13 | Hazel Jackson | 32 | 24 | Irene and Mabel | 18 |
| 14 | Shirley Clattenburg | 21 | 24 | Desire | 29 |
| 15 | Cape Ann | 27 | 24 | Jorgina Silveira | 40 |
| 19 | Sunapee | 28 | 24 | Edith L. Boudreau | 38 |
| 19 | Josephine & Margaret | 28 | 26 | Barbara | 26 |
| 19 | Annie and Mary | 26 | 26 | Babe Sears | 28 |
| 19 | Louis A. Thebaud | 29 | 26 | Newcastle | 33 |
| 19 | Alvan T. Fuller | 40 | 27 | Thomaston | 27 |
| 19 | Doris F. Amero | 33 | 27 | Theresa and Dan | 33 |
| 20 | Funchal | 22 | 27 | America | 36 |
| 20 | Leonora C. | 23 | 27 | A. Piatt Andrew | 27 |
| 21 | Emma Marie | 22 | 27 | Magellan | 38 |
| 21 | Albert D. Willard | 18 | 27 | Evalina Goulart | 40 |
| 22 | Andrew & Rosalie | 32 | 28 | Olivia Brown | 44 |
| 22 | Mary M. | 30 | 28 | Marie and Winifred | 50 |
| 23 | Gov. Al Smith | 19 | 28 | Elva Estelle | 32 |

Gloucester Getting "Thebaud" Ready for Chicago Fair

By E. A. Goodick

BY order of Governor Ely, and under the authority of the Massachusetts Legislature, the Gloucester schooner *Gertrude L. Thebaud* will sail for the Century of Progress Exposition at Chicago, where she will be the State's exhibit. She will be the first New England fishing schooner to drop anchor at the port of Chicago.

Since her journey to Washington, the *Thebaud* has been held in readiness for this trip to the World's Fair, which is intended to promote the good will of the nation toward the fishing in-

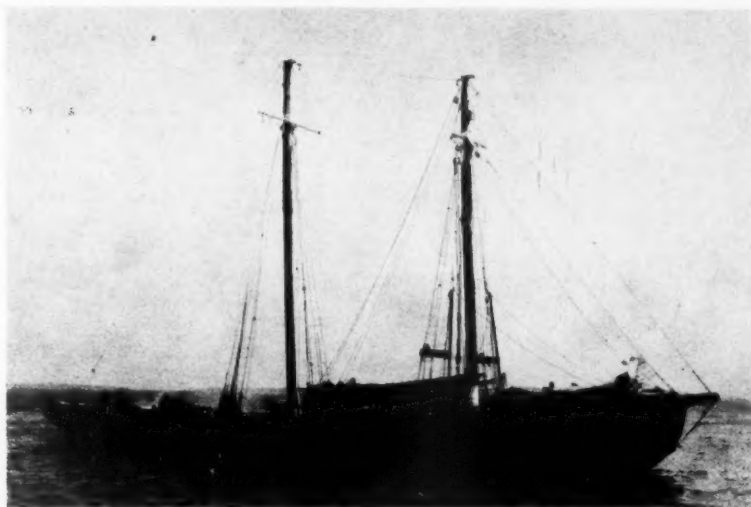
Mackerel Fleet Establishes New Lay

The amount of fish that may be caught by each seiner, according to the ruling established by the seining skippers July 8, is 2,000 pounds of fish for each member of the crew, which includes the skipper. No seiner can carry over 14 men, which is, in fact, usually the maximum number carried. The former maximum of 20,000 pounds is, therefore, raised 8,000 pounds at the most, but the larger craft are thus given a fair chance to compete with their smaller companions.

The seiners are still divided into two groups, each sailing after 7 o'clock of the Saturday evening preceding their week and remaining at work up to the following Friday, unless in the meantime they catch their allotment. In case any seiner in one trip fails to get its allotment it may sail again to get the balance.

The mackerel may be landed and sold in any port provided the seiner gets the minimum price for his fish, which is 3c for

The "Mary F. Curtis", Captain David Keating. Powered with two 60 h.p. C-O Fairbanks-Morse engines and Hyde propellers. Equipped with Edison batteries and Shipmate range. Capt. Keating is a member of the executive committee of mackerel seiners.



dustry, and to help in the program of making the nation "fish-conscious".

The New England Council, through A. H. Kenyon, has been working hard to have the Legislature pass the Bill to send the vessel to Chicago. The leading industries of Massachusetts will have exhibits on board.

The measure signed by the Governor provides an appropriation of \$15,000 for the expenses of the trip and the vessel's stay at the Exposition. The Governor explained that he had selected the *Thebaud* as the State's exhibit since she represents the oldest industry of Massachusetts.

Discuss New Fish Pier Project

A conference of members of the Municipal Council and representatives of the fishing industry was held in Gloucester on June 30 to consider the advisability of going ahead now with the construction of the fish pier as authorized by the legislative action of 1932.

The meeting was called by Mayor John E. Parker, who has received a communication from Frank A. Lyman, commissioner of public works, asking what the attitude here was toward taking advantage of the situation whereby the Federal government would assume 30 per cent of the cost.

After discussing the matter at length, it was decided to postpone action until more definite information is available concerning the Federal government's offer.

Present were all of the members of the Council, Aldermen Andrews, Bohan, Friend and Parsons, Representative Harold B. Webber, Capt. Edward A. Proctor, Frank R. Loeffler, Clarence Birdseye, Jesse R. Kenyon, Everett R. Jodrey, Henry F. Brown, Capt. Manuel Domingoes, Frank C. Pearce and Capt. Charles C. Nelson.

large and medium and 2c for small, for mackerel to be resold as fresh; 2½c for large and medium, and 1½c for small, to be resold as frozen or salted.

Much satisfaction was expressed at the meeting with the manner in which the pool has been handled by John Nagle & Co., assisted by Dench & Hardy and R. M. Kelley Co. The pool is of two weeks' duration, and from the last two weeks' pool the seiners received 43c above the minimum for both large and small, fresh.

Praises Value of Flares

Skipper Eric Carlson of the halibuter *Pollyanna* is loud in his praise of the red flares with which Gorton-Pew Fisheries are equipping all their vessels.

He was on Grand Bank recently, with the halibuter *Pilgrim* over a mile away, the weather foggy, when in the night he had one of the dories ignite the flare and in quick time the flare was answered by the *Pilgrim* which is Capt. Cecil Moulton's schooner of this port.

On the Ways During June

During the month of June the following boats were on Parkhurst's Marine Railways for painting: *Marie* and *Winfred*, *Jackson* and *Arthur*, *Thomas S. Gorton*, *Pollyanna*, *Laura Goulart*, *Doris M. Hawes*, *Ellen T. Marshall*, *North Star*, *Killarney*, *American*, and *Alice* and *Mildred*. The *Minerva* and *Natalie S.* were on for overhauling.

On Burnham's Railways were the *Aeolus*, *Annabell R.*, *William L. Putnam* and *Fannie F. Hickey* for painting, and the *Mary P. Goulart* for overhauling.

On the Rocky Neck Railways were the *Gertrude Parker*, *Edna Fae*, *Antonina* and *Enterprise* for painting; also *Paolina*.

"Thomas S. Gorton" Leaves for Magdalen Islands

The *Thomas S. Gorton* was on Parkhurst's Marine Railways early in June when the bottom of the old-time sailing vessel was painted. Capt. Donald McCuish, one of the prominent master mariners of this port who has been sailing out of Gloucester for years, was to command the vessel on a trip to the Magdalen Islands to bring back a cargo of fish for Gorton-Pew Fisheries Co. This vessel is one of the very few fishermen which still moves by sail alone.

Italian Fishermen Hold Annual Fiesta

The third annual religious fiesta in honor of St. Peter, patron Saint of the Italian fishermen, began on July 1, at 2:30 P.M., when the parade of guests, committee, skippers and fishermen proceeded from Kent Circle around the Fort section, ending their march in front of the statue of their Saint. Two bands furnished music for the marchers, and at Kent Circle they awaited the arrival of Signor Armao, Italian Consul.

Among the invited guests were Mayor John E. Parker, who was the first speaker; Aldermen J. Russell Bohan, Earle R. Andrews, Weston U. Friend and Henry H. Parsons; Congressman A. Piatt Andrew, who also spoke; State Representatives Harold B. Webber and Frank L. Floyd; Lawrence J. Hart, Manager of the Chamber of Commerce, and Ex-Mayor William J. MacInnis.

In the evening a "battle of music" was heard by the Italian opera-playing band and the All-American orchestra.

On Sunday, July 2, at 9 A.M., the people again gathered near the statue and formed the procession to St. Ann's Catholic Church, where the statue was blessed by Rev. Myles D. Kiley. The statue was borne aloft by the skippers of Italian seiners. After the blessing the procession returned to the bandstand where the statue was placed in its recess.

At 4 o'clock in the afternoon the sports of the fiesta began, and at exactly 5:28 the seine boat races started from the beach. They had to round the flag and return to their corresponding flags on the beach.

Those who raced were the *Capt. Drum*, Capt. Jack Arcuso; the *Marietta and Mary*, Capt. Salvatore Giamanco; the *Hoop-La*, Capt. Joe Cottone, and the *Salvatore*, Capt. Lucretio. The *Capt. Drum* was the winner, and covered the course in seven minutes.

The fiesta was brought to a close on Monday with games and sports in the afternoon, and in the evening there was a fine display of fireworks and a dance.

The fireworks were in charge of Angelo Borzi, and included set pieces of President Roosevelt and Mussolini.

The committee this year was made up of six men, who each year begin their meetings months ahead of the celebration, planning each detail carefully. Capt. Benjamin Curcuro of the Producers' Fish Co., was the chairman, and his committee included Capt. John Chianciola, of the Chianciola Fish Co.; Capt. Peter Favazza, who runs a supply store on Commercial St.; Capt. Leo Linquata of the Progressive Fish Co.; John Grillo and Louis Pascucci.

Bureau of Fisheries to Broadcast Value of Fish as Food

FISH as a food will be emphasized in a series of national broadcasts by the Bureau of Fisheries. These broadcasts will constitute the main feature of the Eat More Fish campaign that the Bureau intends to institute in the near future. Two Massachusetts congressmen, Andrew of Gloucester, Republican, and McCormack of Boston, Democrat, have been instrumental in having the Bureau take this new step of common sense fish talks.

The Eat More Fish campaign will supplement the scientific studies and bulletins of the fisheries bureaus, studies which are excellent but don't impress the average citizen. They don't help the New England fishing industry as the brief and common sense broadcasts are expected to.

Maine

Lobster Situation

Stated in Congressional Record

By Alfred Elden

THE Congressional Record of June 15 contains an extension of remarks made by Representative Edward C. Moran, of Maine, concerning the lobster industry. Mr. Moran said in part:

"The imports of lobsters for consumption in the United States have increased annually since 1927, despite the marked reduction generally in international trade. The imports from Canada for the first three months of 1933 were 1,489,864 pounds, as compared to 1,064,587 for the same period in 1932. The total imports for the first quarter of 1933 were 1,936,149 pounds as compared to 1,712,155 pounds for the same period in 1932.

"We find first, that Maine produced 57.51 percent of the total 1931 United States production; second, that imports now practically equal United States production; third, that imports have increased annually; and fourth, that Canada supplies practically all of the imports.

"My concern is primarily the condition of the Maine lobster fisherman, who is involved in one of the hardest struggles in the history of this fishery. The prevailing price of about 12 cents a pound (in some localities 10 cents and even 8 cents) does not begin to compensate them for their efforts.

"Since 1927 imports, chiefly from Canada, of smaller lobsters than the Maine law allows, have increased until they are practically equal to the domestic production. Canada imposes a tariff on our lobsters but we let hers in free.

"The fishermen acknowledge their defeat and the futility of attempting to compete with the Canadian lobstermen who are operating under the complete protection and assistance of their Government, besides being favored with an apparently inexhaustible supply from unexplored grounds."

Representative Moran has left some comprehensive facts and figures for the study of Washington officials, and is confident that in due time President Roosevelt will exert himself to control the flood of Canadian crustaceans.

Sardine Herring More Plentiful

July started in with the sardine herring growing more and more plentiful along the coast although the supply was not sufficient to keep the factories on full time. However, the Summer school does not generally show up until early August and the largest part of the pack is made through the Autumn and early Fall months.

Seaboard Packing Co.

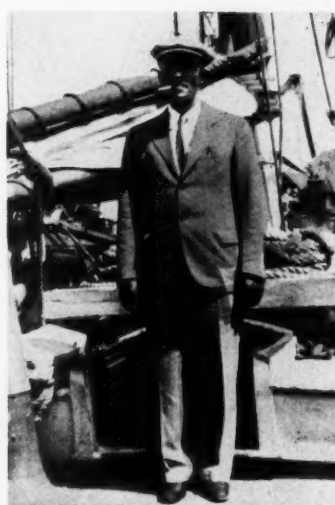
E. L. Pike is manager of the Seaboard Packing Co. at South Portland, formerly the Portland Products Co. He opened the plant and began taking fish June 21. Charles Morrison, of Eastport, is superintendent, with Floyd Morrison, foreman, Edward Richie, mechanic, and Joseph Clark, repair man. New carriers and conveyors have been built, a new boiler installed and an oil burner put in. At the end of the present packing season the building will be completely remodelled and modernized.

E. W. Brown Co.

A lot of the Maine sardine factories took fish in June but the E. W. Brown Co. at South Portland and some of the other plants did not hurry to get going until July, preferring to wait until the supply warranted continuous operation.

Government Control

Sardine packers expect the new Industrial Control Act to have a very considerable effect on Maine's sardine business this year. It is fairly certain that regulations will be put in effect preventing the sale of sardines by anyone at less than



LEFT: Capt. Robert L. Jackson, of Edgartown, Mass., at the wheel of the "Hazel Jackson". Capt. Jackson is now sword-fishing. CENTER: Capt. John G. Murley of New Bedford, owner of the schooners "Martha Murley", "Newfoundland", "Chas. S. Ashley" and "R. Eugene Ashley". RIGHT: Capt. Henry Fortes of New Bedford, Captain of the "Anna" of Block Island, Rhode Island.

cost prices, in line with the Government's policy of protecting manufacturers and labor from the effects of distress selling and cut-throat competition. Some other requirements are likely to be made by the Government along the lines of quality and volume of production.

Oversupply of the market will not be permitted in any event and the situation may easily develop into one very similar to that when both production and sales were controlled by the packers themselves through the late Maine Cooperative Sardine Co. That arrangement, broken up as illegal by the Government in 1928, seems very likely to be in effect restored by it as a matter of practical business necessity. It is said that the Government will also require a minimum wage of \$2.50 a day and a minimum price of \$5 a hoghead for fish.

Will Make Money This Year

No domestic goods were on hand at the beginning of the packing season and while the Norwegian goods are still in good supply, having been bought heavily, their price has advanced, and most Maine packers believe they can make some money this year.

Sardine Packers Elect Officers

The annual meeting of the Maine Sardine Packers Association held at Pembroke was attended by representatives of practically every packer on the coast. These officers were elected: President, Francis A. Harding, Underwood Co.; vice presidents, A. C. Ramsdell, Lubec, and William R. McDonald, South Portland; secretary-treasurer, James Abernethy, West Pembroke; and executive committee, J. A. MacNichol of Eastport, R. B. Stevens of Yarmouth, Calvin Stinson of Prospect Harbor, and Frank Pike of Lubec.

Two New Weirs Near Tremont

The revival of a former prosperous industry around Tremont is indicated by the building of two new herring weirs by George Robbins on Opechee Island, and by Stanley Mitchell on Tinker's Island. During the period of low prices that have prevailed for the past several years no weirs have been built in this section. One of the hopeful things about weir building is that it shows the return of a spirit of enterprise. Weirs in Tremont in the past have cleared up \$10,000 in a season.

Would Organize Herring Producers Assoc.

An effort is being made to organize voluntarily under the new Industrial Recovery Act an association of producers of boneless and medium scaled smoked herring. George A.

Beardsley, of J. W. Beardsley's Sons, Eastport, is active in the movement.

Establishes Fish Business

Captain Alfred Holland has established a small fish business at Houston's Cove, Eastport. He will handle catches of cod, haddock and pollock and cure herring and haddock by smoking.

Hilton Bros. Open New Crab Meat Factory

After many years of operating at the original stand in Freeport, the Hilton crab meat factory will be closed by the brothers John and Charles, and a new factory opened in Yarmouth near Marsh Bridge. The Hiltons were one of the first to go into this business and they have been very successful. They have simply outgrown the old plant.

Clam Packers Plan Organization

A meeting of the clam packers of Maine was held at Bangor, with Commissioner H. D. Crie presiding. Those present to consider the formation of an organization included W. B. Durant, of the Wm. Underwood Co., and Fred C. Black, of Black & Gay Cannery, Inc.

Swordfish and Horse Mackerel

Swordfish and horse mackerel are now coming in to Portland at frequent intervals. Small boats find an excellent Summer sideline in the horse mackerel, as the prices run from 6 to 10 cents a pound. Fish weigh, dressed, from 200 to 600 and 700 with an occasional monster of 1000 pounds or more.

Exceptional Scallop Catch

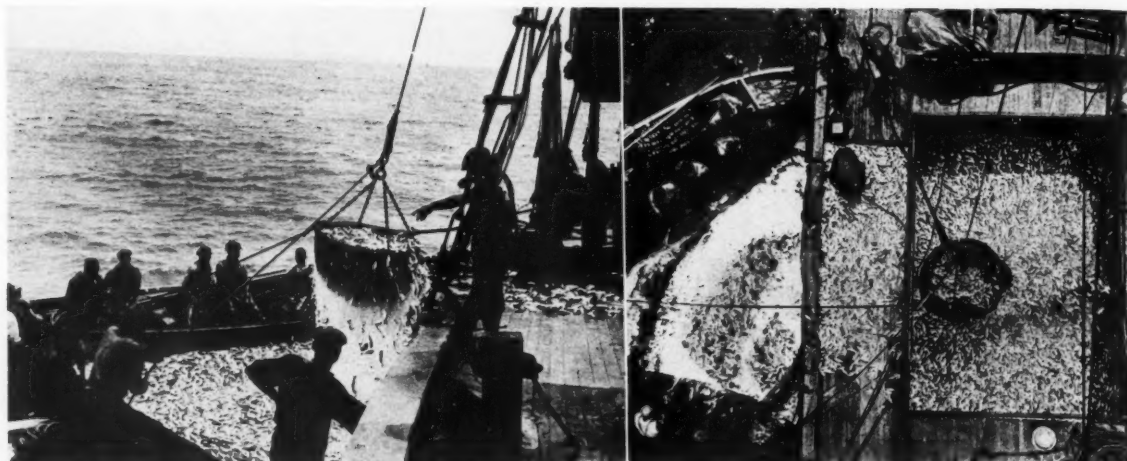
Rodney Feyler recently reported the arrival of the smack *Madeline and Flora*, Capt. Carver at Rockland, with the exceptional catch of 2,178 gallons of scallops.

Recent Arrivals at Portland

After four weeks on the Grand Banks the Gloucester halibut catcher *Pollyanna*, Capt. Eric Carlson, put into Portland and sold the Portland Fish Co. its fare of 32,000 pounds of halibut and 18,000 pounds of salt fish. The big Gloucester fisherman *American*, Capt. Simon Theriault, sold the same company a 35,000 pound fare of halibut and 10,000 pounds of groundfish.

The trawler *Boston College* made her third trip to the Burnham & Morrill plant at East Deering with 115,000 pounds of groundfish.

The Gloucester fishing schooner *Hesperus*, Capt. Griffin, sold 20,000 pounds of halibut and 20,000 pounds of salt fish to the Willard-Daggett Co., Portland.



LEFT: The "Wallace M. Quinn", Capt. Walter Jones, Jr., bailing a large catch of menhaden caught just off Cumberland Island, Ga. RIGHT: Picture taken from masthead just as the big dipper bag was tripped, letting the fish drop into the hold of the vessel. The "Wallace M. Quinn" is powered with a 180 h.p. Atlas Imperial Diesel engine which was installed by the Fleck Engineering & Sales Co., of Baltimore.

Southern Shrimp and Menhaden Boats Land Excellent Catches

By H. L. Peace

FOR the first time in many Summers shrimp are plentiful in Florida waters. At Fernandina catches have been excellent. Boats have returned here from outside waters with catches as high as 1,110 pounds (headed).

Capt. James Simpson aboard the shrimp trawler *Santos*, was high for the past six months with a record catch of 47 bushels. Other catches were the *Gloria*, 622 pounds; the *Sparrow*, 575; the *Resorgere*, 750; the *Lucitania*, 555; the *Serena*, 1,110, and the *Atlas*, 650. Eight boats of the Charles Bassetta Shrimp Company brought in a single day's catch of 4,500 pounds. This is said to be exceptionally good for this time of the season.

St. Augustine

At St. Augustine a heavy run of shrimp brought back a fleet of some 15 boats of the John Versaggi and the John Santos fleets. The Santos fleet was located in Brunswick, Ga., and Versaggi's at Fernandina. Catches at this time were not recorded in pounds but bushels, the catches being most abundant. The shrimp were large and firm and of the finest quality. Several carloads were shipped to the New York market. At the present writing, John Santos has returned his fleet to Brunswick, Ga., and the Versaggi fleet is fishing out of St. Augustine.

St. Marys, Ga.

Boats of the Georgia shrimp fleet are returning with catches of 300 and 400 pounds of headed shrimp to the St. Marys canning plant.

C. A. Taylor, president of the plant says that an unusual feature of the Georgia plant is that large shipments of cooked shrimp are made along the East Coast.

New Trawler

Construction of a 50-foot shrimp boat for Capt. Wesley Robinson, owner of the Southern Fertilizer and Chemical Company of St. Marys, Ga., is now under way in a St. Mary's boatyard. The shrimp trawler will have a 14 foot beam and a draft of 3½ feet, and is being built of pine framing and cypress siding. Completion of the vessel is expected soon.

Menhaden Hauls Good

Menhaden catches have by no means been scarce along the

Florida and Georgia coasts. At Fernandina catches have been: the *Deutschland*, 145,000 fish; the *Wallace M. Quinn*, 97,000; the *J. Earle Morris*, 200,000; the *Boys*, 100,000; the *Seminole*, 85,000; the *Kingfisher*, 300,000; W. A. Mace, 99,000; and the *Leland Mills*, 65,000.

Record Catch

At St. Marys, Ga., the menhaden fisher *Caroline* brought in 1,386 bbls., a record catch for the season in this vicinity. The *Cumberland* had 200 bbls. for a single day. These boats return their catches to the Southern Fertilizer and Chemical Plant in this city where the fish scrap is shipped "green" throughout the world. The *Caroline*, 96 ft. long, 12 ft. beam, is powered with a 75 h.p. Fairbanks-Morse engine and is skippered by Capt. Jack Keating, and the *Cumberland*, 104 ft. long, 14 ft. beam, is powered with two 60 h.p. Fairbanks-Morse engines, and is skippered by Capt. Wesley Robinson.

Alabama to Have New Shrimp Packing Plant

The Independent Packing Company, Inc., of Bayou La Batre, Ala., has just been formed and it is understood will start soon to erect a modern plant in Bayou La Batre.

The officers of the new corporation are: M. H. Tapia, president; A. H. Daughdrill, vice-president; A. J. Daughdrill, secretary and treasurer.

Louisiana Oystermen Form Exchange

Planning to regulate various phases of the oyster trade, the Louisiana Exchange, a body composed of all representatives of the oyster industry, has been formed at New Orleans under the direction of Alfred D. Danziger.

Mississippi Fish Hatchery Plans Halted

Replying to a request made by Secretary B. C. Cox of Congressman William Colmer that he look into the matter of the establishment of a fish hatchery supposedly in Harrison County, Mr. Colmer has informed the secretary that he has taken the matter up with the proper authorities at Washington and finds that a bill was introduced by Senator Patrick Harrison calling for an appropriation of \$50,000 during the fiscal year of 1933, to establish a fish hatchery in Mississippi, which, in this particular case, would mean on the Coast and that such a bill had been passed. The fiscal year of 1933 begins in July and Congressman Colmer said that inquiry made at the Bureau of Fisheries disclosed that although this \$50,000 appropriation would be available after July 1, the project had been caught in the general movement for economy and it is impossible to say now whether the money will be available or not. It is possible, however, that the project may be included in the public works program.

Virginia Fishermen Organize For Cooperative Marketing

By Sandusky Curtis

FISHERMEN of Gwynn's Island are said to be falling in line behind the movement recently started in that section toward the organization of a fishermen's mutual cooperative association. The organization of a cooperative marketing association was suggested by Frank Donovan, manager of the Gwynn's Island Operating Co. Several meetings have been called by Mr. Donovan, at which the subject has been discussed. Richard Armstrong, Commissioner of Fisheries, and C. L. Todd of the Buckroe Fish Packing Co., attended a recent meeting and strongly advised the fishermen to organize. At this meeting, which was arranged by Captains B. F. Powell and Russell Foster, Mr. Armstrong told the fishermen that organization and cooperative marketing was their salvation.

He also told them about his efforts to have all fisheries products inspected, graded and stamped before shipment, and said that wherever fishermen were marketing their fish under standard brands worked out by the Commission and the State Bureau of Markets, better prices were being obtained.

C. L. Todd, of the Buckroe Fish Co., explained to the fishermen the methods used in marketing fish by the group of Fox Hill fishermen whom he represents. The fishermen there have organized and are now selling a lot of fish.

Mr. Todd went into details about his organization, and told the fishermen how he keeps in touch with the markets and said that the products of the firms in his group. He believes that all fishermen should organize, and then the different organizations should cooperate in the distribution of the fish to avoid glut and maintain the highest possible market prices.

To Adopt Modern Packing and Distributing Methods

Virginia fish may go to market next season in transparent wrappers and all ready for the pan.

Richard Armstrong, commissioner of fisheries, so suggested recently, following further studies of seafood marketing problems by the commission.

"Fresh fish that have been in direct contact with ice or iced water for a while often become tasteless," Mr. Armstrong said. "We must develop packing methods that will assure purchasers that Virginia fish will reach the pan in perfect condition."

"Another problem is to pack our fish so attractively that people will want to buy them."

"We also must develop new methods for distributing salt herring, which now are not on the market except in a limited area. Herring salted by our Virginia process are distinctively delicious and I believe a tremendous popularity awaits them."

Bureau Urges Other States to Examine Regulations

The suggestion has been made by Acting Commissioner Charles E. Jackson, of the Commerce Department's Bureau of Fisheries, that other states study the fish grading regulations recently adopted by Virginia.

According to reports reaching the Bureau, the fishing trade and buyers are highly pleased with the Virginia system of grading fish, which was developed with the cooperation of the Bureau of Fisheries.

It has been of benefit to consumers of fish because they are assured of definite quality. Dealers say the grades help them because it is no longer necessary for them to buy haphazardly, and it eliminates unsaleable fish from mass purchases. The producers, too, find the grades helpful because they have definite knowledge of the quality of the fish sent to market.

The Bureau of Fisheries and the various states plant millions of fish in the lakes and rivers of the United States each year. Every time a fish is destroyed before it reaches marketable size, an additional burden is thrown upon those who are trying to maintain a substantial fish supply for the industry.

The mere fact that a fish is below the size established by grades does not mean that it may not be taken inadvertently and killed. But, it was pointed out, with the establishment of minimum standard grade sizes, there will be greater incentive on the part of fishermen to utilize gear which allows for the escapement of small and immature fish.

"The Bureau of Fisheries has carried on several studies on the matter of fishing gear, and developed nets which allow small fish to escape," said Mr. Jackson. "This work, so far, has been confined largely to the Great Lakes region and the North Atlantic trawler fleets. However, the principle developed in the work is applicable in introducing improved types of gear in other waters."

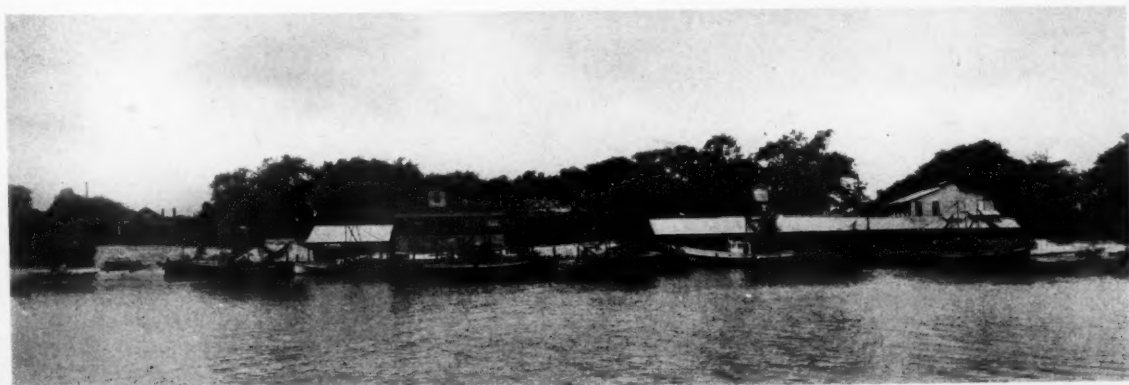
Summing up the advantages of establishing marketing grades for fish, similar to those established for many other products, it was emphasized that every development which helps reduce losses and costs between producer and distributor soon reacts both in the retail price of fish and in better quality merchandise being made available to the consumers.

Millions of Shad Hatched in Virginia Rivers

Between one and two million little shad were recently hatched out artificially in the Chickahominy, Pamunkey and Mattaponi Rivers, it is estimated by Richard Armstrong, chairman of the Virginia commission of fisheries.

Parent stock, from which eggs are obtained for artificial hatching, is scarce, but the fishermen are cooperating to the highest degree, according to Mr. Armstrong. The fishermen, he added, are turning over to the biologist male and female fish "ripe" for spawning, which are used in the hatching.

The hatching is of the simplest type. The eggs and milt are stripped from the parent fish and stirred together in a shallow vessel. They then are placed overboard on bottom known to be favorable for hatching.



The Thunderbolt, Ga., canning plant of L. P. Maggioni & Co., of Savannah, Georgia.



Capt. Frank Hoffman aboard Capt. Benson's "Anne Marie" at Otten's Harbor, Wildwood, New Jersey.

South Jersey Fishermen Enjoying Good Bluefish Season

By Capt. F. Widerstrom

THE fellow who said that the day of twenty cents a pound for bluefish was past was surely pleasantly surprised when blues jumped to twenty and twenty-two cents during the middle of June. Catches were just fair, however, so no great amount of money was made, although all of the bluefish smacks managed to get a week's pay regularly during this period. From Sea Isle Shoals off Townsend's Inlet to the Union Fish Company traps near Cold Springs Harbor the shore runs of mixed fish have been hitting since the first of June. Most companies reported profit taking for this period—and that is a very good sign after going along all Spring just about breaking even.

Operating Fish Meal and Oil Factory

The Aspen Fisheries Products Company are operating the fish meal and oil factory on the shore road at Wildwood this Spring and are finding ready sale at fair prices for all their products. The *Jacob Ockers*, Captain Emil Mansika, the *Clifton*, Captain Hilding Peterson, and the *Alma Bell*, Captain John Munson, are all steadily bunker fishing for the factory. The *Shannon*, one of the factory owned vessels which regularly engages in the Winter trawl fishery, has also put her dragging equipment ashore and is fishing for menhaden.

Captains Bluefishing

Captain Chris Benson of the *Anne Marie* landed a catch of 125 boxes of choice blues recently at Otten's Harbor, but had to cut short his trip because of literally thousands of large sharks that infested his slick as soon as he started grinding anywhere from Five Fathoms Lightship to "Jack's Spot". Captain Charles Carlberg is fishing for blues in the *Leonor*. Captain Ben Anderson is again fitting out the *Thomas Martindale* for the Summer bluefish season and looks forward to a good season up on Barnegat Ridge during July. The *Helmi H.*, Captain Charles Hogan, is still flukeing and doing well.

At Anglesea that old timer, John Smedman, is again fishing for blues. George Paine has teamed up for the season with Captain Albert Nelson of the *Ester*—they have landed several large catches and managed to get a one-day trip of 1000 pounds in for a twenty-cent market.

Summer Fishing

At Cape May the very successful dragger *Hustler* has been overhauled. Captain W. Axelson looks forward to going dragging again soon and will probably concentrate on flukes for the Summer trade. Captain Otto Lemberg of the *Doris* has taken his seine off for the Summer and is spending his time in taking out private squidding parties. He arrived from Chincoteague the last week in June after landing several catches of blues.

Captain Inar Lind of the *Adjo Grace* has been fishing Ocean City, (Maryland), grounds all Spring and has been bringing in loads of flukes.

Opens Retail Fish Market

The Cold Springs Fisheries have remodeled several of the buildings on the pier and have opened the most modern retail fish market along the Atlantic seaboard in the space formerly occupied by a grocery store.

Skiff Fishermen Appeal for Federal Aid

The small skiff fishermen from Cape May, Wildwood and Anglesea have felt keenly the restrictions on gill net fishing in the Delaware Bay and have decided to make special Federal appeal for some action on legislation that would allow them to make a living during the Spring when there is very little doing in the ocean fisheries. This Spring in particular the early runs of weakfish failed to hit in any quantities in the traps so it would have been quite easy for the smaller boat fishermen to land and sell as many weakfish as they could catch. Mayor George A. Redding, President of the Cold Spring Fisheries, a powerful figure in South Jersey politics, will back the fishermen in the coming meetings of the legislature.

Party Steamers Doing Fine Business

The upturn of business conditions has already been reflected in the crowds being carried by the party steamers at Cape May and Wildwood. Captain Buck's fast craft, the *Irma B.*, has been carrying capacity loads every week-end. Captain James Boyd is again operating from his dock in Cape May with his new *Angler* and is doing well. Porgies are to be found all over the ocean, so sportsmen are happy. Captain Frank P. Canning, of Cold Springs Harbor, not only talks optimism but has it himself. Captain Canning has purchased from Capt. Harry Mogek of Cape May the famous party steamer *Vaud J.*, and is doing a heavy business at Cold Springs Harbor.



The "Olympia", owned by Capt. Edward O. Brex, of Cape May, N. J., powered with a Wolverine-Diesel engine. The *Olympia* was the vessel which located the wreck of the "Akron". The "Grace F." of Gloucester, Capt. Frank Favalaro, which was with the "Olympia", searching for the wreck, is also Wolverine-powered.

Crisfield

To be Shipping Point For Booth Fisheries Corp.

By Edward Bowdoin

BOOOTH Fisheries Corp. will make Crisfield their shipping point for seafood, instead of Baltimore. Percy Purnell of Crisfield is the manager of the Crisfield branch office.

New Steamer for Quinn

Wallace M. Quinn will soon lay the keel for a new fish steamer at Nelson's Marine Railway in Crisfield. The steamer when completed will be used in the menhaden fish trade in Fernandina, Fla.

New Freighter Launched

Capt. John E. Sterling of Crisfield, has just launched a 50-ton freighter for the Bay trade. She is named the *Fay*, 60 ft. 11 in. long; 15 ft. wide, with 5 ft. depth. She is equipped with a 27 h.p. Palmer engine. N. E. Smith was the builder, and the engine was installed by the E. M. Milbourne Machine Works of Crisfield.

Crisfield Crab Season

Never before were crabs as scarce as they are this season in Pocomoke and Tangier Sounds, tributaries of the Chesapeake Bay. There is very little grass on the bottom of the waters and the watermen cannot account for this freak of nature.

Motor boats from Crisfield touch every point in the Bay, and fleets of these boats arrive here every day. By this means the packers of Crisfield are able to supply the demand for crabs.

When the weather is good, prices are extremely low, but this season there have been numerous storms and the supply has been about equal to the demand.

Maryland fishermen have been permitted to remove spawning females until October 31, this being received as a boon to the crab industry.

New Crabmeat Packing House on Tangier Island

Dr. Charles Schwatka, of Crisfield, has opened a crabmeat packing house on Tangier Island, Va., located between Pocomoke and Tangier Sound about fourteen miles from Crisfield. This plant will employ about two hundred men and women.

Croakers Selling at Fair Prices

The shad fishermen of this section did not make much, and the despised croaker was their salvation. These fish in years back were so worthless the Annapomass river was covered with fish shoveled overboard by fishermen. This year these fish have sold for \$2.50 per box and are still holding up in price.

"J. J. Underhill" Sinks in Potomac

The *J. J. Underhill*, out of Crisfield, Md., Capt. Asa Ketcham, veteran Eastern Shore boatman commander, sank in the Potomac river on June 29th.

Capt. Asa sailed out of Crisfield with 2,200 bushels of oyster shells for Alexandria, Va. He also had orders to haul a cargo of sand down the Potomac and then bring a cargo of potatoes back to Washington.

As the *J. J. Underhill* approached the wharf that was her destination she ran into the piles, had her hull punched full of holes and sank.

Crab Packers Meet

Eastern Shore crab packers met at Easton, Md., on June 29th, to discuss ways and means for limiting the quantity of crabs taken from the bay to actual needs for packing purposes.

The question of providing for a wider distribution of Chesapeake Bay crabs was also brought up, the idea being to send delegations from the packing industry to Pittsburgh and Western cities. Plans for avoiding congested markets in shipping crabs was also discussed.



The "Gloria", owned by Hanson Bros., of Washington Island, Wis., powered with a 45-54 h.p. Kahlenberg.

Great Lakes Fishermen

Milwaukee, Wisconsin

MANY of the fishing tugs which have been operating in the Southern half of Lake Michigan have taken their equipment and moved to the Northern part of Lake Michigan and Lake Superior for Summer fishing and will return to their home ports late this Fall. This is generally true of the fishermen fishing hooks, while the net fishermen usually stay closer to home.

The fish market this Summer has so far been much more firm than last year and the better fish command a good price. Perch sell for double what they did a year ago and suckers, herring and carp are easily moved.

The fishermen defeated a bill prohibiting the use of reef lines on gill nets, although laws have been enacted prohibiting the use of trap nets and long tunnel nets.

Summer fishing is active in Lake Superior, the tugs sailing out of Grand Marais, Ontonagan and other Lake Superior ports. The catches consist mostly of trout, although some perch and cisco are taken.

Cheboygan, Michigan

Reports from within a radius of 60 miles of Cheboygan indicated unusually light production the early part of the season. An improvement in production and prices is looked for as the season advances.

St. James

Capt. Fred Sendenburgh expects his new boat to be completed in another month. She will be 65 ft. overall, 14 ft. beam, with 3 in. white oak planking, 6 in. square sawed frames, and 12 in. x 14 in. keel. Capt. Sendenburgh will install the 60-70 H.P. Kahlenberg now in his boat, *Agnes S.*, a 47-footer.

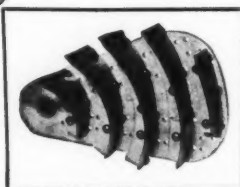


The party fishing boat "Peerless II", owned by Capt. Paul Haesler, of Sheepshead Bay, N. Y. She is equipped with Hyde propeller and Monel Metal shaft.

This Thing "PITCH"

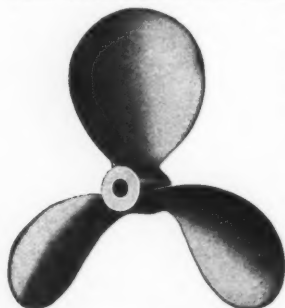


WHEN the "screw", the propeller, travels through the "nut", the water, the propeller must have a true screw pitch to advance smoothly. Otherwise no two portions of the water column are forced astern



In the Hyde template room there are thousands of templates. One for every diameter and pitch.

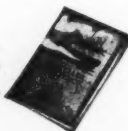
at the same speed, and inefficiency results. Therefore point, or centerline checking of pitch is not enough. A Hyde template covers the entire blade area. After every operation in manufacture, the template is chalked and applied. All template edges must leave perfect lines upon every blade, for the propeller to pass inspection. This care and expense are the reasons why the pitch of Hyde Propellers is correct.



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Bath, Maine

Dealers everywhere carry ample stocks

Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.



HYDE

PROPELLERS

Connecticut

By E. B. Thomas

GOVERNOR Cross recently appointed James G. Hammond of New London, to serve on the Connecticut State Board of Fisheries and Game. Mr. Hammond will succeed William A. True of West Hartford whose term expired July 1. Members of the Southern New England Fishermen's Association feel that Mr. Hammond has the interests of the commercial fishermen at heart and that he will do his utmost to help them. He is a frequent visitor at the Association meetings and is an associate member of the Association.

Joseph W. Rand of Sterling City, Conn., holds the record of the 1933 shad season with a catch of 107 fish in one night.

The G. M. Long Fish Co., have built an interesting lobster display case at their Groton market. The case is watertight and sea water is pumped through it. The live lobsters in the case attract considerable attention and have increased sales.

Recent catches of swordfish by boats in this locality are as follows: *Roswell P.*, Capt. Elbert Palmer, six; *Catherine*, Capt. Burt Ford, ten; *Charlotte*, Capt. Lawrence Clay, fifteen; *Reliance*, Capt. Grover Eldredge, sixteen.

The *Alden* of Noank, Capt. Ralph Geyer, recently landed a 12 pound lobster, and the *Lena D.*, Capt. Harry Douglass, landed a 12½ pound lobster.

Long Island Fish Co. Makes Rare Catch

The Long Island Fish Company, of West Sayville, made a very rare catch recently when they found a jet black sturgeon in the nets in their ocean pounds. Although sturgeons are occasionally brought in, the specimens are always much lighter in color, and none of the local fishermen could ever recall having seen a black one before. It was decided to preserve the unusual fish alive, and the men kept it in a crate in the water until they brought it to West Sayville when John Griek communicated with officials of the aquarium in New York, and told them of their rare catch and officials at the aquarium evidently considered it of equal interest for a few days later a truck with a large tank was sent out from New York to take the sturgeon and place it on exhibition in the aquarium.

Among the Landings at Fulton Market for June

| | | | |
|-------------------|---------|------------------|---------|
| Anna C. Perry | 46,000 | Ivanhoe | 84,000 |
| Anna Louise | 23,000 | Janet Elise | 16,000 |
| Beatrice B. | 12,000 | Jos. Warner | 10,000 |
| Bernice | 30,000 | Julia | 87,500 |
| Chas. E. Beckman | 23,000 | Martha M. Murley | 101,000 |
| Chas. M. Fauci II | 14,000 | Mary R. Mullins | 68,000 |
| Chas. S. Ashley | 160,800 | Massasoit | 17,000 |
| Clinton | 60,000 | New Bedford | 95,000 |
| Dagney | 31,000 | Newfoundland | 65,000 |
| Elizabeth A. | 33,000 | Nobadeer | 41,000 |
| Fannie S. | 16,000 | Phyllis J. | 50,000 |
| F. Perry | 10,000 | Pioneer | 70,000 |
| Gertrude | 12,000 | R. Eugene Ashley | 70,000 |
| Harold | 15,000 | Sea Ranger | 139,000 |
| Helen Murley | 23,000 | Viking | 80,000 |
| Hope Leslie | 53,000 | Wamsutta | 37,000 |
| Irene | 26,000 | William S. | 30,000 |

"Eveready" at A Century of Progress

EVEREADY hot shot batteries and Eveready dry cells No. 6, manufactured by the National Carbon Co., Inc., unit of Union Carbide & Carbon Corp., will be included in the Corporation's exhibit at A Century of Progress in Chicago. The exhibits of the units of the Union Carbide and Carbon Corp. will be located in the Hall of Science on both the main and ground floors. A cordial welcome is extended to all to visit these exhibits and displays.

CUTTING COSTS IS SAVING MONEY—**YOUR ROPE COSTS ARE LOWEST-EVER WHEN YOU USE**

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BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.

New Bedford

By J. J. Killigrew

IMPORTANT changes in the navigation guides in Buzzards Bay and Vineyard Sound were made on June 30th. Hen and Chickens Lightship which for more than half a century has marked the dangerous reef of the same name near Buzzards Bay entrance, was discontinued. Mishaum Ledge lighted bell buoy, 3, nearby, was improved by increasing the luminous power of the light to 390 candles by installing a larger bell. In this same series of changes, Vineyard Sound lightship was moved $4\frac{1}{4}$ miles, 263 degrees, 30 minutes, and re-established in eighty-four feet of water, and Sow and Pigs lighted whistle buoy was moved to the present position of the lightship and set down in 102 feet of water. This buoy is painted black and white in vertical stripes and shows an occulting white light every four seconds, of 390 candlepower, 16 feet above water, visible nine miles.

Cape Cod Canal channel light 15A, which was destroyed by being fouled by a passing vessel, has been rebuilt and the light restored.

Bearse Shoal lighted buoy 6 and Nauset lighted whistling buoy, which were reported extinguished, have been relighted.

Swordfish Arrivals

The schooner *R. B. Stinson* of New London, Capt. Jame-son, arrived with 16 swordfish, and the *Restless* of Gloucester, landed 12. Both of these arrivals sold for 25c per pound.

"Marine Tips"

"Marine Tips" is the title of a 32-page booklet published by Peirce & Kilburn, Inc., of New Bedford, Mass. The booklet is attractively arranged, full of interest, and beautifully illustrated. Among the many illustrations are pictures of all types of boats, a map of Cape Cod Bay, Nantucket Sound, Vineyard Sound and Buzzards Bay, 57 types of knots, International and Morse codes, flags, etc. The contents include the Summer racing schedule, high and low water at Summer resorts, rules of the road, tips on emergencies, distances, weather signs and much useful information for the boat owner. The booklet was prepared by The H. L. Moore Company, of Boston, Mass.



The "Vaud J.", party fishing boat, recently purchased by Capt. Frank P. Canning of Cold Springs Harbor, N. J., from Capt. Harry Mogck of Cape May. She is 100 ft. x 19 ft. x 5 ft., and is powered with two 90 h.p. Palmer engines.

THE GERTRUDE L. THEBAUD

returns from Washington



rigged with PLYMOUTH SHIP BRAND MANILA ROPE

Her crew was made up of fishing captains—picked men who went to Washington on a mission to the President Himself.

And her rigging was also picked material—Plymouth Ship Brand Manila Rope—selected by the men who are responsible for the *Gertrude L. Thebaud* because there was no question in their minds of its superior quality.

Carefully constructed from all pure Manila Fiber—high tensile strength—utility and long service—superior finish and flexible to handle—also treated if desired with the famous “Cop-Painted” preservative—these are a few of the reasons why Plymouth Ship Brand Manila gives fishermen the greatest value for the money they invest in rope.

PLYMOUTH CORDAGE COMPANY North Plymouth, Mass. and Welland, Canada

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PLYMOUTH

• SHIP BRAND MANILA ROPE •

THE ROPE YOU CAN TRUST

Lunenburg

Prospects Encouraging Good Reports from Summer Fleet

By H. R. Arenburg

IT is pleasing to note that the fishing industry in Lunenburg County is taking on a new lease of life and that the prospects look encouraging. The fishing fleet which returned to Lunenburg several weeks ago and landed their catches on the Spring or second trip of the season comprised four more vessels than last year, which tends to strengthen the opinion that the fishing industry, which reached its lowest point in 1932, has now begun its upward climb.

There were 24 schooners on the Spring trip. Of these, 21 were trawlers and 3 handliners. This, with one or two more that went on the Summer trip will bring the fishing fleet for 1933 up to 25 or 26.

The quantity of fish landed on the Spring trip amounts to 23,300 quintals with an average per vessel of 970 quintals. Last Spring 20 vessels landed 22,000 quintals and included in this figure was a small amount of fish landed on the frozen baiting trip. This year, in addition to the 23,300 quintals from the Spring trip there were 8,250 quintals landed by the 15 vessels on the frozen baiting trip. According to these figures merchants will have more fish for export than they had this time last year, and there should be more money in circulation.

The prices received for the frozen baiting catch were lower than was expected, \$4.25 and \$3.25, the same as last year. The fish recently landed are now in the hands of the fish curers and will soon be ready for market. It is not known at present what price they will bring.

The vessels are now all on the Summer trip, having left the first of June, and reports from the fleet are very encouraging. This trip lasts several months, the vessels usually returning home about the first of September. Since some of the schooners have had engines installed, they return earlier.

Vessels Arriving and Sailing

Handler *Isabel Corkum*, Captain Corkum, arrived from the Banks with a cargo of 1,100 quintals of fish.

Schooner *Gloria May* arrived from a handlining trip with a catch of 1,400 quintals of fish. After delivering these to the fish curers, she sailed again for the Banks.

Auxiliary schooner *John H. MacKay*, Captain Ornan Mossman, was in port after landing her catch at the National Fish Company, Halifax. She sailed again for the Banks.

Schooner *Margaret K. Smith*, Captain Backman, sailed for the Banks.

Swordfishing

The schooner *Thomas and Lloyd*, recently purchased from Riverport parties by Captain Spurgeon Geldert, sailed on a swordfishing trip.

To Load Salmon

Capt. Charles Conrad, of Rose Bay, is in command of the *M. V. Schwatka*, to load salmon at Northern Labrador for Sydney, N. S.

Refitted for Sea

Capt. J. E. Backman has purchased the tern schooner *Hazel L. Myra* from Lunenburg parties and is having her refitted for sea.

Woman Navigator

Captain Mildred I. Wambolt, 21 year old native of LaHave, is probably the only woman in Nova Scotia who holds master's papers and actually navigates her own vessel. This is the schooner *E. P. Theriault*, of 432 tons register. Bred to the sea, Captain Wambolt made many trips with her foster father Angus Publicover of Staten Island, N. Y., formerly of LaHave. As master she signs the clearance papers, transacts all the business of the craft and rules with a firm hand her crew of one Nova Scotian and eight natives of Barbadoes. Last February the craft was caught in a terrific gale when 250

WOLVERINE



65 feet overall x 16 feet 6 inches beam x 7.5 feet deep
100 H. P. 4-cylinder 4 cycle

"WOLVERINE-DIESEL" Engine

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Fishing Trawler

"OLYMPIA"

of Cape May, N. J.

**Positively Reliable, Simple
in Operation, and Cheap
in Maintenance—**

These are the features that appeal
to the fisherman and
The "WOLVERINE" has them all.

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Catalog No. 135 and Proposal

miles from her destination. She was forced to turn and run before the wind. The sails were stripped and gear damaged and by the time the gale had ceased the schooner was within 150 miles of Barbadoes. There the cargo was sold. Captain Wambolt made Barbadoes from Shelburne in 16 days and from Bridgewater in 17 and 13 days on different voyages. She made a trip from Bridgewater to Turks Island in 13 days. All are considered good time. The schooner, *E. P. Theriault*, built on the Fundy shore, is now registered at Barbadoes. The vessel is being repaired at Port Hawkesbury and will later load lumber at Bridgewater.

"Arras" Sails for Banks

The C.G.S. *Arras* sailed on June 12 from Halifax for the fishing banks for another season to act as "mother ship" to the Nova Scotia fishing fleet. The *Arras* will be based at St. John's, Newfoundland, and will be commanded by Captain Barkhouse.

At 2 P.M. each day the *Arras* will broadcast general news for the information of the fishermen including reports of value to them in their daily activities and such urgent information as may be required to be transmitted to them from home. At 6 A.M. each day the *Arras* will broadcast storm warnings and weather conditions, operating constantly on a frequency of 412 K.C.

First Radio Telephone in Nova Scotia

A radio telephone, the first of its kind in Nova Scotia, has been installed at the firm of W. C. Smith & Co., Ltd., for communication with its fleet of fresh fishing vessels when on the banks. At present the motor vessel *Mahaska* which operates between the Centreville plant and Lunenburg is the only schooner provided with the necessary receiving and transmitting apparatus. Later on when the Winter fresh fishing fleet is in operation, additional schooners will be equipped with receiving sets. The system was installed by the Canadian Marconi Company of Montreal.

New Brunswick

Weirmen Expect

Profitable "Strike" of Sardines

By C. A. Dixon

THE demand for sardine herring in Charlotte County producing centers has assumed an unprecedented aspect, in that although fish are quite scarce, the factories in Eastport, Lubec, and Black's Harbor are kept open even when only a few hogsheds of fish are obtainable.

The Black's Harbor plant is the only one in the Passamaquoddy Bay area that gets an adequate supply of fish most of the time.

Fishermen are smiling these days in anticipation of a good "strike" of sardines about the middle of July or the first of August, and the bright promise looming, as applied to the sardine industry in general, is a welcome change from the gloom of several past seasons. Ever since the factories opened in the early Spring not a sardine herring caught in the weirs has remained unsold. While somewhat low, prices remain steady and quite a bit of money has been made by fishermen of practically all the districts in Charlotte County, some of them being lucky enough to wipe out their indebtedness of the season, having a clean sheet to welcome the advent of the "summer school" which is usually a nice paying proposition when the fish can be sold.

Better Conditions

Grand Manan fishermen are busy building weirs and getting ready for intensive line fishing operations. Some of the boats are now fishing on the Grand Manan Banks. Halibut have not been very plentiful this year and local fishermen are selling the fish in Eastport for 11 cents a pound. Whale Cove weir fishermen have been getting fair catches of sardine her-

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ring which have brought in a tidy sum of money. White Head pollock fishermen are busy but the fish have not arrived in very large numbers so far this season. Better catches are anticipated later. Everyone is looking for better times in the smoked herring industry, and dealers are anxiously awaiting the appearance of herring of smoking size. Boneless herring have advanced in price, and the demand is good, with promise of being still better as a result of beer legalization in the United States.

Government Bonus on Hake

Cheered by the decision of the New Brunswick Government to grant a bonus of 20 cents a hundredweight to hake fishermen on all their catches during the season of 1933, Charlotte County line and trawl fishermen are preparing to get ready extra gear to follow the hake fishing industry to its fullest extent. It is expected that fish dealers at Campobello, Grand Manan, Beaver Harbor and other points will pay 20 cents a hundredweight for hake, and with the addition of the Government bonus of 20 cents, fishermen will be enabled to make a profit over and above expenses, should the usual run of hake materialize. The haking season lasts from the first of July to the Fall months.

Government Aid to Fishing Industry

In addition to the bonus aid proffered by the Provincial Government, the Government will again guarantee the accounts of the Algonquin Sea-Foods, Ltd., brine-freezing plant at St. Andrews, up to a limited amount of money which will, indirectly, be of benefit to Charlotte County fishermen. This is the first time in the history of the Province that a Government has rendered such tangible aid to the fishing industry. It is said that the activities of the brine-freezing plant will be confined to St. Andrews this year as far as the manufacturing end of the business goes. Last year the company operated a filleting plant at Wilson's Beach in which 30 hands were employed throughout the haking season. The company, however, will buy haddock, cod and pollock.

New Brunswick Operators

By M. E. McNulty

KILBY Wenn, of Mace's Bay, has been operating his weir there since the opening of the sardine season, following some repairs made to the weir. He has two men assisting him in the weir fishing and is selling the little herring to canneries on both sides of the international line.

Enjoyed Good Scallop Season

George Winn, of New River, had a fairly good first season in the scallop fishery around his home waters, finding the market fairly good, and the supply plentiful until the closing weeks of the season when the scallops suddenly grew scarce.

From Harbor to Table in Three Hours

From harbor to table within three hours is a service featured by the St. John Fish Market, St. John, N. B. This firm is claiming to have fish in the store within two hours after being taken out of the waters of the local harbor, chiefly salmon and shad, and the freshness angle is played up strongly in merchandising the fish as ideal Summer food.

Lobster Canneries

James Corbett, of Havre Boucher, is in charge of operations at the lobster cannery located at Tracadie, and owned by the Fishermen's Co-operative Association. At Barrios Beach, near Tracadie, Roy Savage is operating a lobster cannery for the season.

Periwinkle Finding a Market

The once despised periwinkle is coming into its own. Until the economic slump, this shellfish was considered unworthy of contact among the fishermen, with the result that millions of the periwinkles laid untouched as barnacles on the rocks, at ebb tide. Formerly the market was considered unattractive. Now at different points along the rock-bound shores of Fundy, and also Bay Chaleur and the open Gulf of St. Lawrence coast, fishermen are picking the periwinkles when the supply and demand on other fish are not favorable.

Among The Boat Builders

MASSACHUSETTS

DORCHESTER—Freeport Engine Co. & Morey Brother-ton have recently erected a new show room at their boat yard and marine engine machine shop. They will handle marine hardware, reverse gears, paints, fire extinguishers, bronze shafting, stuffing boxes and stern bearings, and lighting plants. They plan to haul out and repair pleasure and fishing boats on their marine railway, in addition to building both pleasure and fishing boats.

EAST BOSTON—The Tringali Boat Shop is finishing a 40 ft. fishing boat for Jos. Perry of Gloucester.

FAIRHAVEN—Casey Boat Yard launched a 43 ft. yawl for Henry Holcombe of New Bedford, designed by Furan's Yacht Agency of New Bedford, and named the *Quissett*. She is powered with a Red Wing engine and equipped with Hyde propeller and Shipmate range and galley of Monel Metal throughout. Also an auxiliary schooner yacht for Dr. Loder of Boston, designed by Major Casey and powered with a Scripps marine engine and equipped with Hyde propeller.

They also built a 30 ft. fisherman for Chatham to be powered with a Red Wing motor; and a 44 ft. auxiliary ketch.

Adam Rupkins, of Sciticut Neck Road, recently completed a 34 ft. fisherman for Walter Whodyka of Fairhaven. The boat is powered with a 66 h.p. Speedway engine and equipped with Hyde propeller, Hathaway stuffing box and stern bearing. This is the 24th fisherman built by Mr. Rupkins in the past few years.

GLOUCESTER—Thurston Spar Yard are distributors for International Paints.

HARWICHPORT—The William Davis Lee Co. have completed five 22 ft. auxiliary pleasure boats designed by S. S. Crocker, naval architect of Boston, to be powered with Palmer engines and equipped with Hyde propellers. This company will specialize in building pleasure and fishing craft up to 60 ft. in length.

KINGSTON—George Shiverack has built an auxiliary cat boat which he designed for Edward S. Clark of Harwichport, powered with an 18-24 Red Wing engine, and equipped with Hyde propeller, Hathaway stuffing box and stern bearing and Edson steering gear.

MONUMENT BEACH—Daniel J. Moore recently completed a Nova Scotia type fisherman, 35 x 9 x 3, powered with an 80 h.p. Chrysler, and equipped with Hyde propeller and Hathaway stuffing box and stern bearing, to be used in flounder dragging by Holger Smith of Marion. Mr. Moore has moved into his new shop at Wareham and started on another 35 ft. fisherman for Mr. Warr of Wareham, to be powered with a 36 h.p. Red Wing engine.

Fred Nickerson is building a 35 ft. fisherman for Capt. Lindberg.

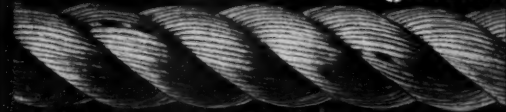
NEPONSET—Geo. Lawley & Son Corp. have built a 65 ft. auxiliary ketch for New Bedford people.

E. H. Oxner, General Manager, has been connected with the boating industry over 40 years, starting at Essex in the firm of Oxner & Storey. They built 52 fishing vessels in five years, building the first knockabout type fisherman for Capt. Thomas of Portland, Maine, named the *Helen B. Thomas*, and designed by Thos. M. McManus of Dorchester. The second one, the *Shepherd King*, was designed by Mr. Oxner.

NORTH PLYMOUTH—Antone Jesse recently built a 36½ ft. party fishing boat, powered with a 40 h.p. Bridgeport Pilot, and equipped with Hyde propeller, Hathaway stuffing box and stern bearing. He has recently installed a Gray 4-56 in a lobster boat built by him for William Jacobs.

OSTERVILLE—Chester A. Crosby recently launched a 33 ft. fishing party boat, with 11 ft. beam, 3 ft. draft, and powered with a Scripps marine engine. The boat was equipped with Hyde propeller, Willard storage battery, and Hathaway stuffing box and stern bearing.

WHITLOCK WATERFLEX CORDAGE



The Utmost In Rope Value

A Complete Line of
Manila and Sisal
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Unsurpassed Quality

Manufactured by

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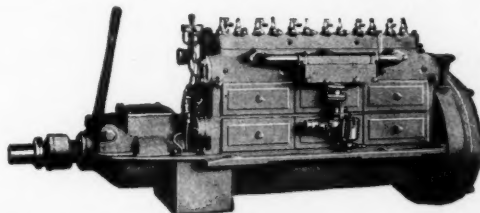
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WITH A TACK HAMMER**



Driving a boat through the water is an all up-hill job. The marine motor enjoys no down-hill coasting relief as does an auto engine. It's all heavy work and requires a sturdy machine to stand up in this service. Palmer Marine Engines have been doing it for 38 years. They are not unduly large or heavy per horsepower but have enough stuff in them to do the work and last.

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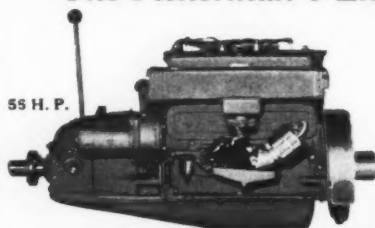
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6 Cylinders:
35-70 H.P.
40-81 H.P.
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49-101 H.P.
53-105 H.P.
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All Models
furnished with
or without Red-
uction Gear.

BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft, 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Equipped with pulley for operating auxiliary equipment. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

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Eau Gallie Boat Basin,
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G. T. Backus & Son,
Fort Pierce, Fla.

Gas Engine & Electric Co.,
Charleston, S. C.

H. E. Caulfield,
St. Petersburg, Fla.

Gibbs Gas Engine Co.,
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Capt. George Dwyer, lobster fisherman of Scituate, Mass., on his boat built by Louis Figuredo of Cohasset, which is 39 ft. x 10 ft. 6 in. x 2 ft. 6 in., and powered with a Gray.

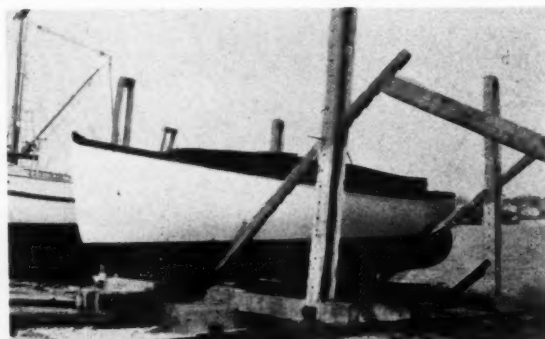
PLYMOUTH—Manuel Tavares is building a 30 ft. fisherman. Mr. Tavares builds pleasure and fishing boats up to 50 feet in length.

Frank Jesse recently sold a 27 ft. fishing boat to Capt. Ellis of Harwichport, Mass., powered with a 70 h.p. Farr marine engine, and equipped with Hyde propeller, Hathaway stuffing box and stern bearing, and Wilcox-Crittenden marine hardware. He also recently completed a 39 ft. schooner rigged pleasure boat, powered with a Gray 4-44 and equipped with Hyde propeller and Wilcox-Crittenden marine hardware; and a 22 ft. fishing boat for George Binney of White Horse Beach, powered with a Palmer engine, and equipped with a Hyde propeller.

POCASSET—T. Barry Kingman has two boats under construction: one, a 50 ft. ketch rigged fisherman with 12 ft. beam and 5 ft. draft, to be powered with a 100 h.p. Hall-Scott engine, and equipped with Hyde propeller, Hathaway stuffing box and stern bearing, and Marine Household range; the other, a 34 ft. sport fisherman for Guy Lewis, to be of the hollow keel Nova Scotia type, and to be powered with a 30 h.p. Hill Diesel and equipped with Hyde propeller, and Hathaway stuffing box and stern bearing. Upon the completion of these boats, Mr. Kingman will start on three 15 ft. sail boats.

Oscar Merritt is operating the Butts Boat Yard for hauling out, storing and repairing.

ROCKPORT—Ralph Nelson built the new boat for Capt. Clayton Morrissey, which was launched this Spring. Captain Morrissey named her the *Nimbus* in memory of a boat by the same name, owned by his father. She is 40 ft. long, and is powered with a 4-56 Gray engine with reduction gear, and is equipped with Hyde propeller, Hathaway stuffing box and stern bearing and Monel Metal shaft. She is trawling.



New cat boat launched at Marthas Vineyard Shipbuilding Co., Vineyard Haven; designed and built by Erford Burt. She is 20 ft. overall and is powered with a Gray motor.

SHIPMATE

The home of SHIPMATES is recognized in the marine industry as the headquarters for galley ranges, because:

SHIPMATES have been made since 1881.

The SHIPMATE Line is the most comprehensive in the industry. It comprises ranges for coal, wood, briquets, gas, kerosene and fuel oil, and,

There are more SHIPMATES sold than any other kind of galley range.

Write for information concerning your own particular problem or for full and detailed catalogs.

SHIPMATES are made only by

THE STAMFORD FOUNDRY COMPANY
Established 1830 Stamford, Conn.

RANGES



The "Eunice W.", owned by Stephen J. Watts, boat builder of Marion, Mass. She is equipped with a Buda engine.

SALEM—Fred Dion has built two 21 ft. sail boats and several cedar skiffs, and will soon start on a 40 ft. motor sailer, designed by John Alden.

Fred Lavoie has been at his present location for 10 years, does hauling out storing and repairing, and has a 50-ton marine railway.

SCITUATE—S. H. Staples recently purchased a 30 ft. cabin cruiser which he has remodelled into a fishing party boat at H. Y. Smith's boat yard.

SWAMPSCOTT—George Chaisson has completed two 30-ft. sloop rigged pleasure boats designed by S. S. Crocker. One is for Lyman & Porter of Boston, and the other for Mr. Share of New Bedford. Both are to be powered with a Gray Marine engine, and equipped with Hyde propeller and a Marine Household range.

WAREHAM—H. S. Lincoln is building a 35 ft. cabin cruiser for Capt. Bassett of Hyannis.

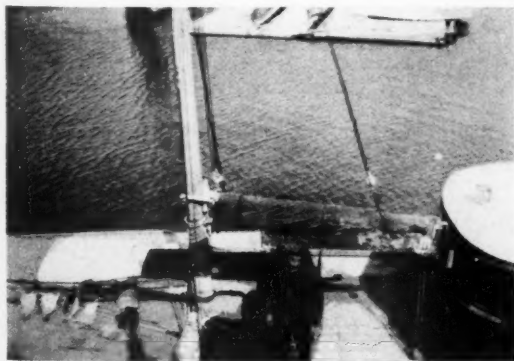
WESTPORT—Acme Boat Co. recently completed a 27 ft. lobster fishing boat, in addition to building many lobster traps of different styles for the lobstermen in this vicinity.

F. L. Tripp's boat yard rebuilt an open boat into a cabin cruiser for Major Wheelock of Fall River.

WINTHROP—Willis Reid has just built a 35 ft. auxiliary sloop.

RHODE ISLAND

WAKEFIELD—The Marine Service, Inc., has succeeded the Point Judith Marine Railway, and are installing a new plant at Block Island where they have been servicing motor boats and the Block Island fleet since 1925. They will continue in business at Point Judith also. They will have a complete machine and carpenter shop at both places and make a specialty of rendering service to fishermen.



Capt. Dave Dyer, fishermen's supply dealer, on his lobster smack at Scituate, Mass.

THE DANE RADIO COMPASS AND DIRECTION FINDER



is now recognized as a necessary aid to the navigation of fishing vessels.

It is a sturdy, compact and practical instrument. It is durable, economical to install and maintain, easy to operate, and will work from any electric current supply.

Radio bearings are obtained quickly, easily and accurately.

Complete information gladly furnished on request.

E. S. RITCHIE & SONS

Manufacturers of

THE RITCHIE FISHERMAN COMPASS
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DARTMOUTH AND WESTPORT FISH & LOBSTER CO., INC.

Milton P. Healy, Gen. Mgr.

SOUTH DARTMOUTH - - MASS.

We buy all kinds of fish in season,
and pay cash.

No trip too large or too small.

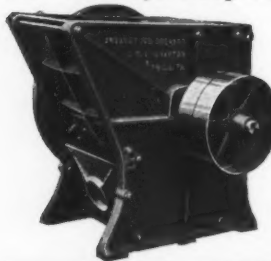
A trial will convince you that we
pay the highest possible cash prices.

Vessels up to 60 feet long can be ac-
commodated at our wharf.

Phone Clifford 286

So. Dartmouth, Mass.

"fish that have been cleaned and iced as soon as they have been taken from the water always keep for a much longer time"



says R. H. Bedford of the Atlantic Biological Station.

CREASEY ICE BREAKERS

reduce ice to the right size required for packing in and around fish.

COCHRANE CORP.

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TANGLEFIN NETTING

"Catches More Fish"

LINEN and COTTON GILL NETTING

SEINE, POUND and TRAP NETTING

Manufactured by

NATIONAL NET & TWINE CO., INC.

80 Federal St., Boston, Mass.

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.



Capt. Ulysses Simmons about to head in with a good haul from a Provincetown weir.

Strand Working Exhibit

N. A. STRAND & Co. of Chicago have installed two of their Vertical Type Fish Scaling Machines at A Century of Progress. They can be seen in operation at Millers High Life Fish Bar & Restaurant. This exhibit should prove of much interest to fishermen.

Aerial Marine Flares

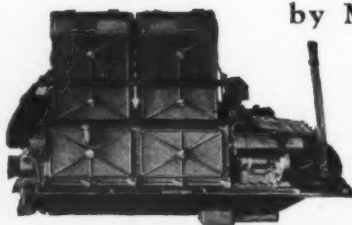
THE International Flare-Signal Co. of Tippecanoe City, Ohio, is offering a new signalling device of the parachute type, especially adapted to the use of fishermen.

A brilliant ball of red fire, of 30,000 calibrated candlepower, rising to an average height of 285 feet, and visible under actual conditions at sea, from 25 to 30 miles. Fired from a hand-pistol weighing 4½ pounds. Self-contained, moisture proof cartridges. Also in white with an intensity of 50,000 candlepower for ship to ship, or ship to shore signalling, man overboard, lowering a boat, picking up buoys, and many other applications. Approved by U. S. Steamboat Inspection Service. Adopted as standard equipment by the U. S. Coast Guard, and by passenger, cargo and tanker lines.

Walter H. Moreton Corp., of Boston, are distributors of these flares and emphasize especially their brilliance, candlepower and visibility. The present list of local dealers is as follows: Capt. Dan Mullins, New Bedford, Mass.; Capt. William Westerbeke, Fish Pier, Boston, Mass.; McLaughlin Marine & Oil Co., Gloucester, Mass.; and The Harris Co., Ship Chandlers, Portland, Maine.

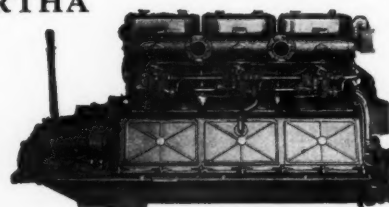
FUEL OIL MARINE ENGINES

by **MURRAY & TREGURTHA**



Equipped with the Shore
Carburetor-Manifold
System

Dependable, safe, economical
power for medium and heavy
duty. 65-140 H.P. 4-6 cyl.
Write for further information.



MURRAY & TREGURTHA, INC.

**NORTH QUINCY
MASS.**

Distributor for New York District, F. Benjamin Sexton, 125 Lafayette St., New York City

How Abram Won by the Sword

By J. C. Allen

LONGSIDE the stove in Sanderson's
'Twuz Abram Look and Moses West
Thet argued long and loud one day
'Bout who could sail a boat the best.

Both on em "fished it" in the sound,
The swordfish season hed begun,
And so they planned ter sail a race
Frum well off shore, two hours' run.

The ideer wuz, they'd cruise fer fish,
But when 'twuz time ter start fer home,
They'd git together on the ground,
Then "wing right out" and let her foam.

They hed the 'greement written out,
On one of Kendall's Ointment bills
"The fust man landin' in the crick,
Shell win a full pound box of Dills."

Waal sir, they sailed, they cruised and fished,
And ketched a few of 'em, by gosh,
Then squared away fer Gay Hed Light
With lee rail hove down jest awash!

Them yawl-rigged Nomansland boats slid
Through seas thet foamed and frothed like yeast,
They made West End and nary one
Hed bested t'other, in the least!

The Channel Buoy and Sou'west Head
Ranged squar, when West he up and screeched,
Fer there, a-passin' clost aboard,
A thunderin', great big swordfish breached!

Look passed the tiller to his mate,
And when that critter breached agin
Let fly his iron; twant jest luck,
He nailed him, jest be-aft the fin!

Ten secunts later that air fish
Wuz headin' landward like a shot.
Whilist fouled and tangled in the line
Towed Abram Look, jest swearin' hot!

Right round Gay Head that critter raced,
The boats come on as best they might.
But shucks, when they got on the "Bridge"
Thar waant a cussed thing in sight!

So they run up inside the crick,
Stunned by the fate that Abe had met.
And thar he stood 'longside the fish,
A-singin' out, "I've won the bet!"

'Longside the stove in Sanderson's
The wordin' of the bet was read:
"The fust ter land—," and all the boys
Decided Abe come in ahead!

Kinney Clutch

THE Jessie May, owned by the Maritime Fish Corp., Ltd., Digby, N. S., 49 ft., 2 in. long; 12 ft., 8 in. beam and 5 ft. draft, one of the high liners in the scallop industry in the Bay of Fundy, has been equipped with a Kinney Clutch No. 4.5-3, mounted on flanged stub shaft attached direct to the forward end of the Fairbanks-Morse engine.

JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns

5 Administration Bldg.

Fish Pier, Boston

SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE

HENDERSON & JOHNSON PAINTS

PFLUEGER HOOKS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

NEW! WRITE FOR INFORMATION



HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

KINNEY

MFG. CO.
3541 Washington St.
BOSTON

TRENHOLM THE "ENGINE MAN"

THE BRIDGEPORT

For Medium and Heavy Duty Fishing Work

MODEL A FORD CONVERSION

\$195

THE MONMOUTH

MIDSHIPMAN II

Medium and Heavy Duty 20 H. P. to 34 H. P.

CONVERTED MARINE MOTORS

30-45 H.P. \$195 30-50 H.P. \$295 50-85 H.P. \$395

12 Months' Factory Guarantee

For complete information on these marine engines write

J. L. TRENHOLM

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TIDE TABLES; FIGURES FOR EVERY HARBOR

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Anything from a Needle to an Anchor

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COMPETENT DIESEL ENGINEERS
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Diesel Correspondence Course

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Supervised by authorities in Diesel engineering.

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Marine Engineers

Crude Oil and Gasoline Engines

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| Installing and Repairing | Marine Electrical Works |
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West African Firm principally engaged in Fisheries
seeks direct connections with Merchants and Exporters
of:—Bloaters, Smoked Salmon, Dry Salt Fish, Salt Cod-
fish, Salt Mackerel, etc., also Canned Fish Products of
all descriptions.

Samples, offers and terms of payment solicited

THE COLONIAL FISHERIES, LIMITED

P. O. BOX 567, ACCRA

Gold Coast, British West Africa

Cable: "COLONFISH"

The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment.
Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

MARINE BARGAINS

Friendship sloops 28 ft. to 45 ft., \$400 and up. 62 ft.
x 16 ft. 6 in. x 10 ft. fishing schooner—fine condition, Palmer
powered—\$2,000. 53 ft. x 13 ft. 9 in. x 4 ft. party or fish
boat, oil powered—\$1,100. 50 ft. x 12 ft. x 4 ft. 6 in. dragger,
oil powered, \$1,500, and many others. Rebuilt marine en-
gines—150 h.p. Kermath, not run over 200 hours, \$500. 21
h.p. Lathrop, \$325. 20 h.p. Kermath, \$190, and many others
—also propellers, reverse gears, etc. KNOX MARINE EX-
CHANGE, BROKERS, CAMDEN, MAINE.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hilder-
garde*. One suit used only three weeks. I will sell any part
of them. The price is right. Frank F. Upson, 111 Hallock
Ave., New Haven, Conn.

Lobster smack, *Hilda Emma*, 52 ft. long. Equipped for
trawling or would make fine fishing party boat. Reasonable
for quick sale. E. Jameson & Sons, Portsmouth, N. H.

48 ft. converted cabin cruiser, 90 H.P. Sterling engine,
recently overhauled. In good condition. Make fine party
fishing boat. Also 40 ft. fisherman, 40 H.P. Bridgeport, all in
good condition. Reasonable for cash. James Fiore, 28 T
Wharf, Boston, Mass.

A newly built lobster fishing boat, heavy construction
throughout. V-bottom type with 6 cylinder converted
marine engine. Reasonable for quick sale. Acme Boat Co.,
Westport, Mass.

Schooner 56 ft. x 15 ft. 9 in. beam, 7 ft. draft, in good con-
dition, with sails. Palmer powered. Good swordfisher. Priced
to sell. Louis Kessler, Stonington, Conn.

A 35 ft. knockabout sloop. Four bunks in cabin, no engine,
\$450. One 26 ft. auxiliary keel cat boat, Crosby built, 18-24
Red Wing motor, \$2200. 33 ft. auxiliary centerboard yawl,
F4 Scripps motor, \$900. 23 ft. auxiliary cat boat, 4 cylinder
Palmer, \$950. Write or call Falmouth Marine Railways,
Falmouth, Mass.

WANTED

Fishing boat—sloop, ketch or schooner, not over 50 feet
over all; with or without power; no fishing gear necessary;
must be in good condition and cheap for cash; send photo-
graph. Box AWH, ATLANTIC FISHERMAN.

Fishing schooner under 50 ft., suitable for swordfishing.
Price must be reasonable. Russell Grinnell, Jr., Exeter,
Rhode Island.

GRAY "Fisherman FOUR"

3 $\frac{3}{4}$ in. x 4 $\frac{1}{4}$ in. economy heavy duty engine for fishboats.
Factory rebuilt, new engine guarantee, special price \$285.

Also other heavy-duty Fours and Sixes, 20 to 100 h.p., at
bargain prices. Write for list and describe your boat in first
letter.

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